

The *International* **Teamster**

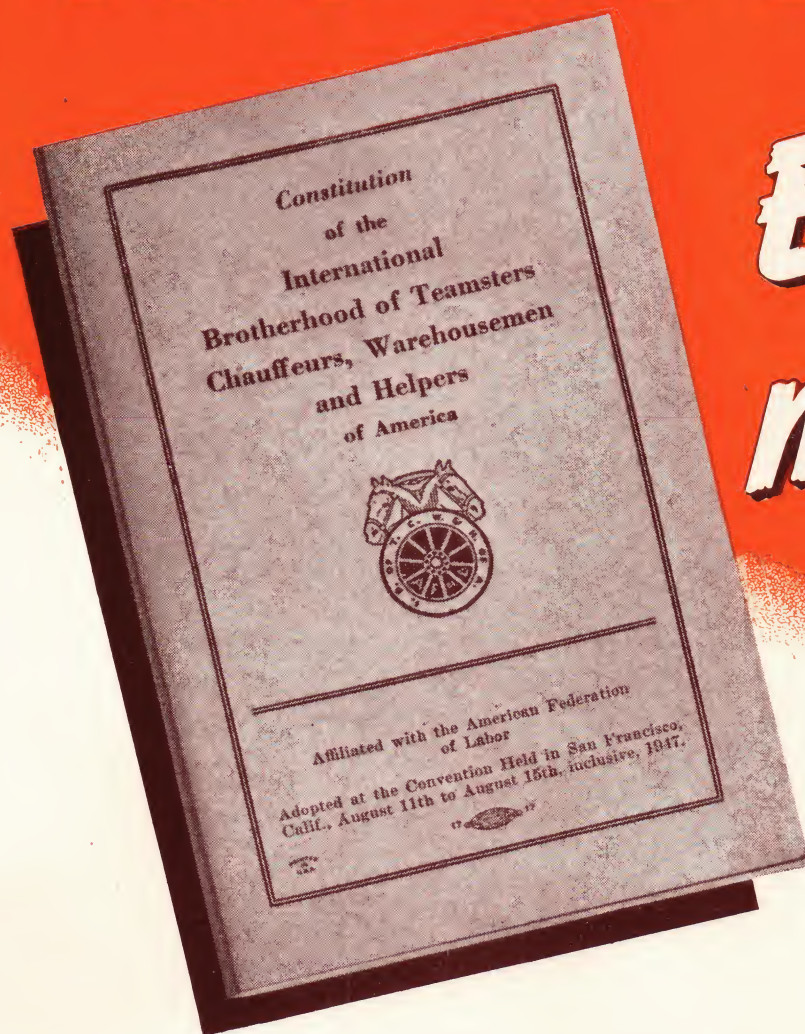


NOVEMBER 1948

Autumn

The book of

Every month



EVERY MONTH in the year you earn a good living under terms of your union contract. This great Brotherhood, like all institutions, must have a foundation; it's OUR CONSTITUTION.

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The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 45

NOVEMBER, 1948

No. 12

CONTENTS

Timely Remarks by Daniel J. Tobin.....	2
Reactionary Gives His Views.....	4
Begin ICC Truck Hearings.....	5
Organize New Conference Group.....	7
Union Wins Libel Case Verdict.....	9
Push Organizing Drive Plans.....	11
Editorials by Daniel J. Tobin.....	12
The Old Boston Post Road.....	15
Report Shows Truck Progress.....	19
Leadership Problems Cited.....	21
Ducks on the Wing.....	23
Building Boom Continues.....	25
Free Labor Forges Ahead.....	27
The Road Ahead.....	29



This Month's Cover

Nature this month is busy splashing her golden-brown paint over the countryside. Before Autumn ends in a few short weeks, she also will have spread a thick carpet of leaves as if to protect the earth against the chill of Winter.

Our cover catches Nature in the act of wielding her colorful brush on the trees and grass. The picture of leaves and fields growing crisp and brown is one of beauty.

But, Autumn is more than a picture of changing colors. It is harvest time. It is a time for giving thanks for the gifts of the earth, the fruits of a year of labor.

As the leaves fall, we have many reasons for giving humble thanks this Thanksgiving Day, despite the fears which cloak the world. For, we still have hope and opportunity.

For those we must be thankful.

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Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
 (All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3578P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, 222 East Michigan Street, Indianapolis 4, Indiana. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.

Timely Remarks

by DANIEL J. TOBIN

It is a strange thing that those who try to injure us sometimes help us. When a man is so blinded with hatred and envy and is so consumed with a desire for vengeance, that man is partially insane. Psychologists tell us there are more weak-minded individuals in the world than there are men of sound mind. They may be perfectly harmless and move along in every day life without committing any serious crime, but still they are unbalanced. We call them "strange" people. Very often, they work for years and are considered by their associates something "queer" or a little off color.

Hate and envy and the desire for vengeance are the surest signs of a weak mind and when one circulates a story about someone he believes has done him an injustice, whether he is right or wrong, that individual goes out and does a lot of knocking and back-biting and talking and sometimes writing, against his supposed enemies.

I have seen articles based on hatred, untrue articles, but the writer believed them because he was consumed and burning up with the insanity of trying to get even. Those articles on the individual's supposed enemy, instead of knocking him, boosted his stock one hundred per cent. Sometimes my critics have unknowingly helped me. I have had letters from remote corners and from unknown individuals commenting on the criticism and, very often, they send me words of encouragement because they did not believe in the mutterings of the envious writer.

There have been times when men have been mentioned as being no good, being dishonest, being cruel, being tyrants; yes, called everything; all untrue, and those individuals would never have been heard of in many districts throughout the nation were it not for this envious hatred of this half in-

sane enemy who is burning up with the blindness of his unjust conclusions so that the old saying is as true today as when it was first uttered. Every knock from such creatures is a boost of the individual whom they want to hurt.

I used to attend the Miners' Convention many years ago and on several occasions I addressed that convention. I was always enthused by the spirit and determination of the delegates to the Miners' Convention which for thirty years was held each year in Indianapolis. That was when the delegates were elected or chosen by the locals.

I am more than happy at several of the actions taken by the Miners in their recent convention, in one instance where they agreed to the increase of dues and the increase in salaries for their national officials. Then they also, in addition to that, substantially raised the per capita tax from the local unions to the International Organization. The per capita tax now to the Miners Union from their local unions is about four times the amount of the Teamsters per capita tax. I am pleased to know that they raised the salary of their officers who have worked exceedingly hard during the past three years. There is no question in my mind but the Miners in America are by far the best paid men at that craft that there is in the world and they deserve it all.

Sometimes I have disagreed with the Miners and I may do so again, in their actions in pulling away from the American Federation of Labor and splitting up the labor movement because if it were not for the officers of the Miners there would never have been a CIO but I am hoping and praying that as a result of their mistakes and we all make mistakes, that they will learn from the result of the crucifixion of labor because of the split in labor they will learn the lesson of returning and solidifying the labor movement once more and help elect to political office men who will give an honest, human deal to labor.

The Miners showed common sense and good judgment and are providing for the lean years that may come by building up their national treasury. Yes, the officials deserve the raise in pay that they got but they did not double their expenses without increasing their revenue which is good business and common sense.

The writer of this article refused an increase in salary at the last convention of the International

Brotherhood of Teamsters in San Francisco, mainly because the delegates of that convention were willing to increase salaries and increase substantially other expenses, but showed no disposition to increase the revenues of the International Union. Since 1920 when the Teamsters last raised their per capita tax the Miners have raised their per capita tax three or four times. While we rejoice at the wonderful things obtained for the Miners who were at one time in the lowest steps in the ladder of employment and whose employment is the most dangerous, the Teamsters ranked next to them 30 or 40 years ago or were in the second lowest step in the ladder of industrial life. The labor of a Teamster or Helper was almost next to slavery. The hours and tortures and sufferings in the heat were intense and almost impossible to understand except for those who endured those punishments in this employment. While the Miners went down under the ground, the temperature was warm, sometimes too warm, but it was never cold but there were days when some of us drove trucks in the large cities and elsewhere when the torturing heat was almost beyond endurance and the awful cold of the winter was more than one now can put into words.

I knew the time when the attitude of the Miner was that he would not work above ground but those days are changed and the young Miner today born in this country is not too anxious to stay under the ground or to bring up his children in that kind of employment. In the old days Miners were men who mostly came from foreign countries. Today the Miners, almost all of them, are born in the United States and Canada and are Americans.

But, next to the Miners, the Teamsters have advanced and done more for their membership than perhaps any other organization of labor in this or any other country. We have quadrupled wages, we have reduced hours to almost one-half of what they used to be and we have obtained other benefits such as vacations which were undreamed of a few years ago. But, while the membership and the

officers of the local unions appreciate and understand those advancements and benefits, there are a good many who do not appreciate them and consequently we have within our membership a few here and there who are continually disgruntled and arguing against everything imaginable. I repeat they are very few and the blame for some of the disturbances obtaining is due to the sound honest thinking members who are in the majority who do not attend their meetings.

I appeal to our membership now not to increase the expenses of their local unions unless they make provisions to increase the revenue of their local unions sufficiently to meet the increased expense. No corporation will go out and spend a million dollars in improvements, in buildings or in advertising unless they know that they are going to provide that revenue as a result of their expansion and their sales.

Some people talk about us having a large treasury and they use that as an excuse. Our expenses of operating this year will be about one and one-half times as much as they were four years ago. Everything is costing more and we must meet the conditions of every day life. We give back in protection and benefits to our membership at the present time almost as much as they pay in. Our increase in revenue has been due mainly to our investments, not to contributions. An organization of almost a million members should build up a treasury in the days when the harvest is ripe, when times are good, of not less than \$50,000,000 because the lean years are coming, not perhaps immediately but they certainly are coming.

The officers of local unions are somewhat to blame because they are expected to have vision, good judgment and be something like business men. They have great responsibilities and usually the membership at large follow the guidance and advice of sound honest thinking brainy local officers. We congratulate the Miners for their work in their convention, especially that part of their work which dealt with the increase of dues and the increase in salaries for their national officials.

Anti-Labor Laws Lashed by Green

Drastic and crippling labor laws have cut the ground from under organized labor's fight against communism, President William Green of the American Federation of Labor told the Executives Club of Chicago.

President Green spoke on October 15 and characterized the American labor movement as the "first line of defense for the free enterprise system."

Trying desperately to win control of organized labor, the speaker said, is the first goal of the Reds in trying to overthrow the Government.

"If the American Federation of Labor is to be victimized and oppressed by legislation designed to make strong unions weak and weak unions weaker, the way will be opened for the Communists to move right in and take over labor unions and the American government," Mr. Green warned.

A Reactionary Gives His Views

LABOR is in for more stormy weather if the signs we read in the legislative skies are portents.

If labor wants to know how the iniquitous Taft-Hartley law is going to be tightened up ("perfected," it is said), labor leaders might do well to read a new book. This book is by Congressman (soon to be EX-Congressman) Fred A. Hartley Jr. and is called "Our New National Labor Policy." The book purports to explain the background need and story of the passage of the Labor-Management Relations law.

What the book is, however, is a justification of the National Association Manufacturers drive against labor, an attack on the social advances of the past 15 years, a recommendation for turning back the clock on human welfare legislation, and a portent of even more stringent labor laws in the months to come.

N.A.M. Would Like It

The book is certain to be the "book of the month" of the N.A.M., the U. S. Chamber of Commerce and every anti-labor employers' organization in America.

It might be well to start at the beginning of the book and point out only a few of the many distortions, but for present purposes labor should be more interested in what is in store in the future.

Hartley has left what he calls his "legacy" to his successors in the 81st Congress. He persists in saying in his book he had long intended and so stated that intention to retire from public life. Had he not voluntarily retired the voters of his district in 1948 are quite certain to have retired him and not involuntarily.

Hartley sets forth toward the end of the book what he calls his "short term" and his "long term" recommendations on labor legislation. These chapters are his "legislative

Hartley Leaves "Legacy" of Tough Labor Laws for 81st Congress; Would Repeal Social Welfare Acts

legacy" he leaves for others to safeguard and expand.

"Unfinished Business"

"I have but one regret in leaving Congress," says the author. "That regret is that the Taft-Hartley Act doesn't complete the job the Republican party set out to do in November 1946 . . . I wanted to finish the job I set out to accomplish in January of 1947 . . . The Taft-Hartley Act is not the final word in constructive legislation. Immediate amendments are badly needed."

And now for what Hartley calls "amendments deemed immediately desirable constitute what I call a labor program for 1949." Here are some of the items in the "program." He would "take away from labor its immunities from prosecution under the anti-trust laws."

He wants a "right-to-work statute, emphasizing the proper role of peaceful picketing during strikes."

He would extend the so-called anti-Communist provisions of the law.

He would "promote greater democracy within unions" by establishing certain standards for internal union procedures.

He would clarify the political ban against political expenditures by unions.

He thinks we need a "clearer definition of what constitutes proper

"This is as good a time as any to point out that it (Taft-Hartley law) is only a start."

—Congressman Fred A. Hartley, Jr. in his book "Our New National Labor Policy."

areas for collective bargaining" and he would "prohibit the NLRB from enforcing compulsory bargaining outside those areas."

He thinks we need "more effective provisions against feather-bedding practices."

These are some of the specific short term objectives he leaves with his successors. But stated in these simple terms, workers cannot get the full import. What do they mean?

Hartley disagrees with current advocacy which would eliminate the union shop election requirements from the Act. He says he is not impressed by the contention that this requirement should be eliminated because unions have won almost all union shop elections the NLRB has held to date. He says of the elections that "statistics cannot be taken at their face value" even though the elections were under the auspices of the Taft-Hartley created NLRB!

Hartley gets almost livid in print when he thinks of the right of free speech which labor is guaranteed. Mentioning the case of a labor paper which tested the law he says the case should have been presented on the ground that the publication was not a newspaper and "therefore not entitled to the protection of the First Amendment." In other words, he would rip from every labor publication in America the Constitutional right of free speech!

The author says he wants to see the Sherman, Clayton, and Norris-LaGuardia Acts completely rewritten. He emphasizes over and over the individual's right, but pays little attention to individual bargaining power as against that of the corpora-

(Continued on page 18)

ICC Trip Lease Hearings Begun

ONE more step in the long efforts toward bringing some measure of regulation and order in the truck leasing field was taken when the Interstate Commerce Commission began hearings on proposed rules in Washington, D. C. October 14.

Unfortunately these hearings were postponed indefinitely after three days' sessions before Examiner H. C. Lawton, October 14, 15 and 18. Burton K. Wheeler, former United States Senator from Montana and J. Albert Woll, general counsel of our International and of the American Federation of Labor, represented the International Brotherhood of Teamsters in the proceedings.

Following the announcement of the postponement, Senator Wheeler and Mr. Woll issued a strong statement assailing the delay. The statement appears in adjoining columns on this page.

Hearings Postponed

The Washington hearings had originally been scheduled by the I.C.C. for last April but were postponed at the request of the trucking organizations.

The hearing room was filled with attorneys representing trucking interests, associations and with many appearing on their own behalf. Prospects for extended period of testimony and cross examination seemed to be in prospect.

Senator Wheeler Appears

Senator Wheeler's appearance for the Teamsters was the subject of frequent comment by many of the scores of lawyers present since they all knew that the distinguished former Senator from Montana was fully familiar with all phases of the transportation legislation under I.C.C. enforcement. In fact, as it was brought out in the testimony of W. Y. Blanning, Director of the

After Three Days' Sessions Proceedings Halted; Senator Burton K. Wheeler, General Counsel Albert Woll Assail Postponement

Bureau of Motor Carriers, and first witness, Mr. Wheeler is the author of the Transportation Act which gives the I.C.C. broad powers of regulation over carriers of the country.

During the first three days of

hearing an extended statement was presented by Mr. Blanning who also offered three exhibits designed to show the situation in the trucking industry and the need for regulation. O. R. Davis, secretary-treasurer, Oil Field Haulers Association

Teamster Attorneys Assail Postponement



INTERNATIONAL BROTHERHOOD
OF
TEAMSTERS·CHAUFFEURS·WAREHOUSEMEN & HELPERS
OF AMERICA
AFFILIATED WITH THE
AMERICAN FEDERATION OF LABOR

WASHINGTON 5, D. C.
438 Bowen Building
October 22, 1948

Interstate Commerce Commission
Washington 25, D. C.

Attention: Mr. Lawton, Examiner

Gentlemen:

The International Brotherhood of Teamsters is greatly concerned over the Commission's action in authorizing a further delay of the truck leasing hearings taking place under Ex Parte No. MC-43.

The Industry, as one of its spokesmen testified, was fully aware of the nature of these proceedings as far back as September 1947. On the plea of certain industry people, the Interstate Commerce Commission postponed these hearings from April 19, to October 14, 1948. The record of the hearings beginning on October 14, 1948, is cluttered with suggestions and requests made by representatives of the Trucking Industry looking toward delay and postponement of the proceedings.

One of the major concerns of the Interstate Commerce Commission should be the prompt correction of the known abuses in the truck-leasing field. We have now learned that the hearings scheduled for Monday, October 25, have been indefinitely postponed. This action most certainly does not meet with our approval, and we urge you at this time to resume these hearings promptly as the public interest is suffering greatly by these delays. In addition, we urge you not to sanction the further delay of these proceedings by holding regional hearings. Surely, the importance of the truck-leasing abuses is worthy of a Washington appearance for anyone vitally interested in this phase of our transportation activities.

Very truly yours,

Burton K. Wheeler
BURTON K. WHEELER

J. Albert Woll
J. ALBERT WOLL
Counsel for the International
Brotherhood of Teamsters

Inc. and representing some 350 motor carriers, was also a witness and supported the proposal for more regulation in the truck-leasing phase of the industry. The trucking interests presented some witnesses designed to show that either the I.C.C. had no jurisdiction over the matter or that any further regulation was unnecessary.

Frederick J. Lordan, Assistant Attorney General of the State of Washington, representing Paul L. Revelle, Director, Washington Department of Transportation, also entered into the case and took an active part in cross-examining witnesses. Attorney Lordan, one of the best known western experts in the field of transportation law, has been assigned by Washington Attorney General Smith Troy to represent that State in the hearings. Washington State is petitioning the I.C.C. to adopt rules which will eliminate abuses in truck leasing habits of carriers and establish adequate control.

Present at the hearings also were most of the members of the Teamsters' Policy Committee which had been named by the Union in a conference in Chicago September 20. (See October Teamster). Members of this committee include Anthony Morris, Providence, R. I.; Frank W. Brewster, Seattle, Wash.; H. L. Woxberg, Los Angeles, Calif.; Michael Healey, Chicago; James Hoffa, Detroit, Mich.; Albert Evans, Cleveland, Ohio; M. R. Dixon, Dallas, Tex.; Arthur Hudson, and Frank Tobin.

Industry Bugged Down

The Interstate Commerce Commission apparently realizes that the regulation of the trucking industry has bogged down so badly that conditions now prevalent are not much different from those which existed before the passage of the Motor Carriers Act in 1935. The Commission is now taking this initial step of which these hearings are a part in drafting and considering promulgation of new regulations covering an important phase of the trucking in-

dustry. Such a step if carried through toward final adoption by the Commission will go far toward bringing the motor truck industry toward the high level of regulation which now exists with regard to the railroads, telephone and telegraph communications, and banking.

The I.C.C. is apparently convinced that one of the most vulnerable practices of the industry is found in the sharp dealings that have been prevalent in the truck leasing field since the Commission has been authorized by Congress to pass regulations in the truck transportation field.

The present hearings are designed to correct some of these abuses and hearings were scheduled last spring. In September 1947 the trucking industry was notified by the Government that truck leasing practices as then carried on would no longer be tolerated. The industry was successful in delaying hearings until this October. The representatives of the industry now come before the Commission and plead for further delays saying that it be allowed to continue present leasing practices because, of course, such practices as now prevail are more profitable.

The Government contends that the public interest has suffered enormously by the loose manner in which the industry has conducted itself and the Commission can no longer shirk its duty to the American people by allowing the industry

to disregard the public welfare and safety.

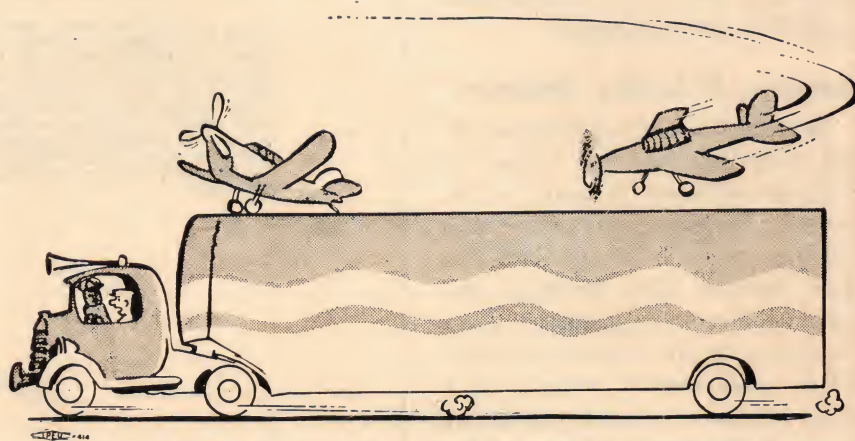
The International Brotherhood of Teamsters agrees with this contention of the Government and has taken steps to support a change in the situation. The appointment of the policy committee in September was a concrete effort in that direction.

The three exhibits offered by Mr. Blanning contain a large body of information designed to provide a substantial basis for judgment with respect to adoption of the new regulations which have been proposed.

The first exhibit is a 31-page legal statement which was used as the basis for drafting the proposed regulations by the Bureau of Motor Carriers. The second exhibit was in two parts: I, a summary of conditions reported, and II, extracts from field reports which list 77 examples of abuses and violations. The final exhibit offered by Mr. Blanning was a detailed statistical study consisting of six tables with various aspects of lease and interchange of vehicles by motor carriers.

After tracing the development of efforts by his office to formulate rules and regulation governing truck leasing phases, Mr. Blanning said, "As there seemed to be no possibility that a consensus of opinion could be obtained, I recommended that the present proceeding be instituted, for consideration of the various proposals which had been

(Continued on page 32)



"She's pulling heavy—somebody mistook us for an airstrip again."

New Conference Group Formed

TO SPUR on organization work in another division of the Teamsters jurisdiction, a National Conference of Fruit, Vegetable and Produce Industries, was formed at a meeting of delegates from locals and Joint Councils in all parts of the country at the Stevens Hotel in Chicago on October 14. The meeting was called by Executive Vice President Dave Beck on instructions and approval from Daniel J. Tobin, General President of the International.

The delegates adopted the new name for the Trade Division on the recommendation of the Policy Committee and immediately began considering ways to speed up organization work in the entire jurisdiction. It was voted to send out an appeal immediately for voluntary contributions to finance the opening program, it being understood that no form of tax or compulsion were considered. The meeting voted to place the minimum of contributions at \$25 and the maximum at \$250 from any local or Joint Council.

To insure that every industrial area of the country is represented in the new National Conference, it was

Fruit, Vegetable and Produce Industries in New Trade Division; Will Speed Work in Membership Drive Within Jurisdiction

voted to instruct the president and secretary to send letters to areas not represented at the Chicago meeting, urging attendance at the next sessions.

Use of the Teamsters' Union Label to further the work of organization also was given much consideration. The benefit of the use of this Label was reported by several delegates. It was decided that a thorough study of the possibilities of such usage would be made.

The Conference also voted to make a searching inquiry into the methods of transportation used in the industries covered for the purpose of determining if they are organized in the Teamster jurisdiction and working out plans for completing organization.

On the recommendation of the Policy Committee, the delegates also approved the sending of a questionnaire to all parts of the country to get all available information with

respect to the status of present organization and the possibilities for further work. This information will be summarized and issued in printed form for the benefit of delegates to the next Conference meeting.

A step of farreaching importance also was taken when the delegates voted that in the future all requests for assistance in case of work stoppages will be cleared through the Secretary of the Conference, Charles Cimino, at Cleveland, who will be in close touch with the national office.

The meeting was opened by Vice President Beck, who told the delegates that the purpose of the new Conference is to advance the organization work in the produce, vegetable and fruit industries, acting solely as an organizing arm of the Teamsters International Union.

"If we can develop a fine procedure for organization work in this branch of our jurisdiction," Beck



The National Conference of Fruit, Vegetable and Produce Industries holds first meeting in Chicago, Ill.

said, "it will mean jobs for many thousands of our people in every part of the country. We must develop this work of organization with the use of publicity and promotional activities. It can be done and we can do it.

"Let me cite what opportunity is ahead of us in one field, the canning industry. We have between 75,000 and 90,000 organized in this field of jurisdiction in the West. But, if, in the future, we complete organization in this phase of our work, that will be just a drop in the bucket. We are not going to do all of this work tonight, or tomorrow; it is going to take time—and hard work!"

Urging the adoption of a policy of working through the secretary of the Conference in matters involving work stoppages, and on other important problems, Beck pointed out that this will avoid many pitfalls and result in the most effective kind of use of the economic influence of the Union.

Vice President Beck was emphatic with his declaration that the perfection of machinery for organization in all phases of the Teamster jurisdiction will result not only in tremendous growth but also in greatly strengthening the locals in every locality of the country. The use of the national basis for organization will, he said, prove itself a thousand times. He warned against selfishness and personalities and he called for open, honest dealings all down the line. He said the Teamsters had no time and no use for those who would consider double-dealing, for that is the sure way to defeat.

In closing the Conference, which was enthusiastic in its adoption of the entire program, Beck thanked the delegates in the name of President Tobin and the National Executive Board. He predicted excellent results in the very near future from the Conference.

The following were appointed on the Policy Committee of the National Conference of Fruit, Vegetable and Produce Industries, by

Executive Vice President Dave Beck, chairman of the meeting:

Chairman: B. I. Bowen, secretary-treasurer, Produce Drivers, Salesmen and Helpers Local 195, 552 Denny Way, Seattle, Wash.

Secretary-Treasurer: Charles Cimino, Commission House Drivers and Employes Local 400, 2070 East 22nd St., Cleveland, Ohio.

John Mahoney, Commission Drivers, Chauffeurs and Helpers Local 703, 216 So. Ashland Blvd., Chicago, Ill.

Edward C. Riley, Chauffeurs, Teamsters and Helpers Local 200, 1608 W. National Ave., Milwaukee, Wis.

Silvio Giannini, Commission Market Drivers and Helpers Local 280, 312 Clay St., San Francisco, Calif.

Richard Seltzer, Chauffeurs, Sales Drivers and Helpers Local 572, 1239 Locust Ave., Long Beach, Calif.

Kenneth Weston, Fruit and Produce Drivers, Warehousemen and Employes Local 630, 750 So. Stanford Ave., Los Angeles, Calif.

Albert A. Harris, General Teamsters, Warehousemen and Helpers Local 890, 274 East Alisal St., Salinas, Calif.

George Sebestyen, Sales Drivers and Helpers Local 274, 300 W. Washington St., Phoenix, Ariz.

Tony Schulls, Miscellaneous Drivers, Helpers and Warehousemen's Local 638, 706 First Ave., Minneapolis, Minn.

James Q. Papas, Teamsters, Chauffeurs, Warehousemen and Helpers Local 505, 1113 Third Ave., Huntington, W. Va.

Sam Butcher, Commission House Drivers and Helpers Local 850, 407 Plum St., Cincinnati, Ohio.

Bert Brennan, Food and Beverage Drivers, Warehousemen and Helpers Local 337, 2741 Trumbull Ave., Detroit, Mich.

Carl Paddock, Produce, Commission and Poultry Drivers, Warehousemen and Helpers Local 8, 116 W. Linwood, Kansas City, Mo.

Joseph A. Polito, Market and Produce Drivers and Helpers Local 558, 1519 Clinton St., Buffalo, N. Y.

Donald C. Cassidy, Warehouse Employes Local 503, 343 University Ave., St. Paul, Minn.

Michael J. Raimondi, Commission Drivers, Chauffeurs and Helpers Local 703, 216 S. Ashland Blvd., Chicago, Ill.

Mathew Ruoppolo, Teamsters, Chauffeurs, Warehousemen and Helpers Local 443, 6 Church St., New Haven, Conn.

Leo J. Bauer, Grocery, Produce, Meat, Warehouse Employes, Drivers and Helpers Local 233, 28 West North St., Indianapolis, Ind.

Howard McGregor, Commission House and Produce Drivers, Helpers and Employes Local 944, 1735 Pennsylvania Ave., Pittsburgh, Pa.

John J. Angelo, Chauffeurs, Teamsters, Warehousemen and Helpers Local 377, 100 E. Rayen Ave., Youngstown, Ohio.

Edward Blixt, Over the Road, City Transfer, Cold Storage, Grocery and Market Drivers and Helpers, Inside Employes Local 544, 706 First Ave. N., Minneapolis, Minn.

Harvey Bierman, Commission House and Produce Drivers, Helpers and Employes Local 944, 1735 Pennsylvania Ave., Pittsburgh, Pa.

Beau Silverton, Truck Drivers, Warehousemen and Helpers Local 898, 690 Broadway, El Centro, Calif.

L. A. Tramham, Truck Drivers' Local 639, Washington, D. C.

PRA Making Study Of Truck Transport

The first of a three-phase study on the economics of motor truck transportation has just been completed by the Public Roads Administration in a joint project with the Highway Research Board and other transportation groups.

The research project has been undertaken, according to an announcement from the Public Roads Administration, to establish the cost per ton-mile in hauling loads of various sizes by truck over a highway of modern design and over a route embodying law standards of design, typical of a large portion of present day roads still in use.

The first phase and the only to be completed thus far consisted of a series of field tests over the Pennsylvania Turnpike and an adjacent highway built many years earlier on much lower road standards. The principal sections of the tests were conducted between Carlisle and Greensburg, Pa.

Trucks used in the research project ranged in size from the two-axle single unit truck to a three-axle tractor hauling a two axle trailer with loads of various weight. Stresses in selected bridges caused by the heavily loaded tests trucks were an important part of the study.

Union Wins Libel Case Verdict

I AM glad to report to our general membership throughout the nation that we have just had the decision from the Federal Court of Appeals in Washington, D. C. that the Teamsters have been sustained by the court in the case of the so-called "Battle of the Statler."

It should be remembered by our people that this case was tried in the lower court about a year ago and the decision of the lower Federal Court was in favor of the Teamsters. In other words, the court and jury decided the complainant had no case and was entitled to nothing.

F.D.R. Was Speaker

The case resulted from the banquet given by the Teamsters for President Franklin D. Roosevelt in the Statler Hotel in Washington on the evening of September 23, 1944. The President of the United States opened up his campaign at that banquet which was attended by nearly 1,500 of our representatives from all over the country. There were no members of the Cabinet or of the Senate or Congress invited to that opening campaign speech because there was not room for them. The only business man that was there that I know of was Henry Kaiser, a big contractor and now the automobile man who is a friend of labor and believes strongly not only in the union shop but in the closed shop.

That speech that night by the late President Roosevelt was one of the most memorable addresses that he ever delivered and it has been stated that from that speech he won his election in 1944.

At any rate, two young officers in uniform, after the adjournment of the banquet, were out in the lobby outside the large dining room or banquet hall. They accosted our delegates leaving the hall and made

Court of Appeals Rejects Officer's Claim Against Teamsters; Sustains Previous Ruling in "Battle of the Statler" Case

by DANIEL J. TOBIN

very insulting remarks about the President of the United States. Shortly afterwards the newspapers came out stating that a drunken brawl took place at this banquet in which President Roosevelt opened up his campaign. There was not a drink of any kind served at the banquet and no one was allowed to enter the banquet room who had in any way, shape or manner any signs of liquor. The General President at a meeting of the Representatives of the Teamsters Union from all over the country had strongly insisted and advised that no one come there who in any way had the sign of liquor and that all delegates keep scrupulously respectful and careful by appreciating this great and serious event not only in the Teamsters Union but perhaps in the life of the nation. The advice and order of the General President was carried out to the letter.

Those were dangerous days for the President of the United States because we were in war at the time. Secret Service officers protecting the life of the President were everywhere and watched every individual that entered the banquet hall or was around the hotel. Out in the balconies and up on the sixteenth floor there were Secret Service men. It was not only serious but dangerous and I never until then realized the great dangers that confront an outstanding President of the United States, such as Franklin D. Roosevelt.

Immediately after the adjournment of the banquet I went upstairs to my rooms accompanied by Wil-

liam Green, William Birthright and our AFL attorney who has since passed away, Joseph Padway. I knew nothing about what went on after the banquet, or whether or not there were any misunderstandings until the papers came out and published that Dan Tobin led a disgraceful brawl after the adjournment of the banquet and after the President had left for the White House.

Unaware of Altercation

I could have sued those papers for damages because they injured my reputation and hurt my family very much but I did nothing of the kind, although I was not even present and knew nothing about any misunderstandings or unpleasant incidents prevailing after the adjournment of the banquet. As stated above, I was in my room.

In the next issue of our Journal I referred to this affair and called attention to statement of witnesses that these officers took off their uniform coats and threatened to lick anybody that contradicted them, or who was going to back Roosevelt.

I cannot publish here the expressions that were used but they were awful, terrible, statements against the President of the United States, the Commander in Chief of the Army and Navy.

Papers in Washington, Chicago and New York published biased and inaccurate accounts of this incident. I told some of the true facts in our Journal. We were shortly afterwards sued for what appeared

in the columns of our Journal. I don't know just what the amount was, away up in large figures. We defended ourselves and won the case before a Federal Judge and a jury composed of men and women. The jury was polled and the decision was unanimous that there was no case against the Teamsters, that the Teamsters were not guilty of writing anything in the columns of their journals that was not true.

One Withdrew from Suit

In the meantime, one of the two officers withdrew from the case and the other one insisted on going ahead. He had very many friends in Washington and one of the complainant's relatives was connected with a certain newspaper which was very hateful towards President Roosevelt's candidacy.

We have reason to believe that somebody gave aid in pressing this case against the Teamsters. So shortly afterwards in accordance with the law, an appeal was taken from Teamsters' victory to the Court of Appeals. That was almost three years ago and many of those who participated in that banquet at the hotel have since passed away, especially the great man, the world renowned statesman, Franklin D. Roosevelt, who was the guest of honor that night of the Teamsters Union.

Well, last month, on October 18, 1948, the Court of Appeals sustained the decision of the lower court and the Teamsters were acquitted of any wrong-doing.

Our people were so enraged at this treatment by the press of our Union and of the President of the United States that each member became an individual campaigner in behalf of the President of the United States, Franklin D. Roosevelt in 1944. They contributed their money generously as individuals. The case was called to the attention of the United States Senate. Theodore Green, Senator from

Rhode Island, was Chairman of the Committee looking into it. They held some hearings but they did nothing. Copies of numerous affidavits were placed before Senator Green and his Committee. No expression, no action taken. The Teamsters who had been persecuted and prosecuted and put to considerable expense received very little help from the friends of Roosevelt. I was advised at that time and since that all the documents and affidavits which included such fearful scurrilous language against the President of the United States were sent over to the office of the then Secretary of the Navy James Forrestal who still holds a high position with the government and whom I knew personally because he was Administrative Assistant to President Roosevelt in the next office to mine in the State Department Building across from the White House when I held, for four or five months, a similar position. We never heard from the Secretary of the Navy. We do know that the two men were allowed to continue in the service even though we had proven beyond

the question of a doubt that they had made serious and uncomplimentary statements against their Commander in Chief.

It has cost the International Union considerable money for transportation of witnesses, expenses of different kinds, copies of the records and legal fees.

We were determined to see the case to the end and we are glad to give out the news to our people just now on the memorable 18th day of October, 1948, four years or more since the case began, that we were vindicated and found not guilty.

I feel certain personally, maybe I am wrong, that we could have settled this case for a small amount of cash out of court but we did not do that because the principle of decency, justice and the honest statement of facts was involved.

The Teamsters International Union will spend five million to defend themselves, when there is the principle of truth involved, but not one penny for appeasement or compromise.



THE PERSONAL TOUCH—Truckers who stop at Flossie Cowgill's cafe in Oscoda, Mich., for coffee get their java served in personalized mugs. Since the cafe proprietress began putting the names of drivers on coffee cups, she has accumulated three racks of the heavy mugs, reminiscent of grandpa's shaving mug.

Organizing Drive Plans Pushed

PLANs for immediate opening of organizing work in the warehouse division of the Teamsters Union were given enthusiastic approval on October 13 by the Policy Committee of the National Warehouse Conference, which met in the Stevens Hotel at Chicago. In the absence of Edward J. Hartsough of Philadelphia, chairman of the committee, Executive Vice President Dave Beck presided as chairman of the meeting.

Not only were steps taken to raise sufficient financing to commence preliminary work, the committee also voted unanimously to authorize Vice President Beck to select five or six cities, where new organizing activity appears to be indicated, and send in men to confer with the Local Unions and Joint Councils to get work started.

Reports Given

This decision was reached after written and oral reports from all parts of the country had been considered. The reports showed that organizing in the warehouse field has been neglected or overlooked for one reason or another in many areas. This fact, Vice President Beck said, simply means that there is greater opportunity for advancement and growth.

The matter of the dispute with the Retail Clerks International Union over hostile actions toward the Teamsters in Seattle, Wash., was reported in detail by Brother Beck. He told of the recent conferences at Indianapolis, attended by Daniel J. Tobin, General President of the Teamsters International Union, and himself, representing the Teamsters, and President Housewright and Vice President Meyers, representing the clerks. Brother Beck explained that it was agreed that during the next 90 days steps would be taken which would lead to another conference

National Warehouse Conference Policy Group Meets; to Select Several Cities for Initial Efforts; Activity Reports Received

and if no settlement could then be reached the matter would be arbitrated.

No settlement of the dispute has been made as yet, Beck explained, and the International's policy of no-cooperation with the clerks cannot be changed until the next meeting of the General Executive Board, which will come about the time the 90-day period comes to an end. He stated that a letter will be sent to all Joint Councils informing them of the actual situation.

Must Consult Union

Vice President Beck expressed the hope that confidence could be reestablished and that the clerks would carry out their agreements. He pointed out, however, that leadership in the Clerks which is responsible for the 12 weeks strike in Tacoma, resulted in loss of work and wages to 175 teamsters, does not breed confidence and said that in the future, if Teamsters were to cooperate with the clerks they must be consulted in advance and informed of the problems involved and must also have a voice in decisions which affect Teamsters.

Several committee members stated that they were in the midst of jurisdictional disputes with other Internationals and that, in some instances, they hoped for satisfactory settlements.

"Don't expect anybody to give you anything," warned Vice President Beck. "It just won't happen. You will get your jurisdiction when you are strong enough, and not before. That is why it is so important that we get started on a broad program of organizing, so that we will be able to take what belongs to us.

We are going to be forced to fight for our jurisdiction; make no mistake about that. I think we are going to organize many thousands of warehousemen, but I do not expect any of it will be easy. It will take work—lots of hard work."

The first step is to analyze and to study the problem, he said. That is why we are going to have the written reports sent in by all areas, with respect to the extent of organization in the warehouse field, studied by the Statistical Department of Joint Council, No. 28, at Seattle, and then summarized for our information. This is necessary so that the entire problem can be understood and plans made to meet it in detail.

The Committee voted to authorize Vice President Beck to pick the cities where representatives of the Conference will first be sent. Beck announced he would do this in the near future. He also said that in every instance it would be the policy to work very closely with the Local Unions and Joint Councils, confer with them, and to select organizers from the local areas, when possible to do so.

To Raise Funds

By unanimous vote, the Policy Committee decided to authorize Secretary George Mock to send out letters to all members of the committee, requesting voluntary contributions. A ceiling of \$250 was placed on such donations and it was stated frankly that by giving to this fund the Locals and Joint Councils would in no way approve any kind of a per capita tax. Vice President

(Continued on page 30)

EDITORIALS

by
DANIEL J.
TOBIN

Thoughts on the Outlook for Labor

Shortly after you read this journal, or perhaps before you read it, the election will have taken place. Labor is going to be somewhat disappointed, but I have never been one of those who sat down and began to cry and moan and weep when some cross or some unpleasant situation came into my life. Only a weakling lays down on the job when he meets with reverses. The real man is he who stands up and fights with more determination when things are looking dark and cloudy.

If the Democrats get control of the United States Senate, as has been stated by labor men in Washington, it is my judgment that it will not be a Democratic Senate favorable to labor. All the Democratic Party needs is to defeat two or three Senators and then they will have a majority of one or two in the United States Senate, but they fail to take into account that there are over twenty Democratic Senators, most of them who are not up for election, who will vote again for the Taft-Hartley Act, as they did before, and who will vote not to sustain their President, as they did before. In other words, if they follow their procedure for the last three years they will join hands with the ultra-conservative, labor-hating Republicans in anything that will help towards crippling labor.

So, there isn't much hope for labor as I see the picture, to have the Taft-Hartley Law repealed as stated in the Democratic platform. It is my own experience that the Democratic Party in recent years paid no attention whatsoever to its pledges contained in its convention platform, because I can state now, openly, that I helped to write the labor plank in the Democratic platform at the convention in 1944, which was held in Chicago. I was a delegate at large from the State of Indiana to that convention. I was on the main committee of the

platform, and I was also on the sub-committee which does the important part of the work and which really drafts the platform. We were hiding away in rooms in the Blackstone Hotel in session until 3 or 4 o'clock in the morning and I succeeded, through my acquaintance with other members in the committee, in getting a statement into that platform which said that this Democratic Party pledges itself not to enact any legislation that would be detrimental or seriously injurious to labor. In substance this was the meaning of the declaration.

I presented this amendment to the sub-committee, which approved it unanimously and reported it to the main committee. I consulted with President Green and other labor men and they had unanimously approved of it and were only hopeful that I could succeed in getting such a statement adopted by the main committee on platform.

The main committee unanimously adopted the report of the sub-committee which embodied this declaration in favor of labor. The convention unanimously adopted this report from the committee on platform in favor of labor.

During all of the discussions on the Hobbs Bill, which was almost entirely aimed against the Teamsters Union, although it embodied all those engaged in interstate commerce, and in all the discussions on the Taft-Hartley Bill, twenty to twenty-four Democratic Senators forgot the platform, forgot this declaration and betrayed labor by violating their solemn and binding pledge to labor in the Democratic platform.

How do we know that it won't happen again? As one labor man endeavoring to represent my people, I believe it will happen again and that the labor-hating Democratic Senators, numbering, as stated above, over twenty, will vote continuously

against labor and line up with the conservative Republicans in the United States Senate who are strongly influenced by the lobbies of the National Manufacturers Association. So that labor, if its candidate for the Presidency on the Democratic ticket is defeated, will not have lost so very much because apparently the Democratic candidate for President, during the past three years acting as President, has had very little influence with a great many members of his own party in the United States Senate or in the House of Congress.

On the other hand, if the Republicans are elected, under the leadership of Governor Dewey they may see the handwriting on the wall and they may decide that if they desire to stay in office longer than four years that they had better consider relieving labor somewhat, to the extent of taking the load off the shoulders of labor by repealing or strongly amending the Taft-Hartley Law and other obnoxious laws, such as the Hobbs Bill, now on the statute books of the United States.

It must be said of Governor Dewey that if he is elected and if he follows out his procedure as Governor of New York, he will be 90 per cent sympathetic with the just claims of labor. He is a more firm character and individual than his opponents who are candidates for the Presidency. It may be that he may not have the smooth sailing that he had as Governor of New York. There are a great many prominent Republicans in the House and in the Senate who are a little bit sore and somewhat disappointed about the Philadelphia convention that overwhelmingly gave the nomination for the Presidency to Governor Dewey.

Senator Taft is a very prominent man in the United States Senate. He is chairman of very many powerful committees. Of course, he may not be chairman in the next Senate if the Democrats get control; but he will have a great influence with the conservative Republican Senators even if they are in the minority. Senator Taft is a very much disappointed man as a result of the Philadelphia Republican Convention, but Senator Taft, with a well-trained legal mind, can look into the future and perhaps he may see that in the State of Ohio that has elected him to office, and brought honor on both himself and his father, that the voters there may some time in the future change that attitude;

consequently, Senator Taft may decide that it is not helpful toward getting votes to continue to shackle the limbs of labor.

There is no question in the minds of any well-informed person but what the multitude of workers when aroused and educated in the political situation will amalgamate into one body and vote out of office their enemies. That was done in four elections for the Presidency in the case of Franklin D. Roosevelt. It can and will be done again. Consequently, Senator Taft, although not willing to submit his ideas to a Republican President if such should be the case, may become more lenient, more compromising, not because he loves labor any more but because he loves the Senate and the name of Taft and the public eye much more than he loves labor.

Then we come to the case of Joe Martin in Massachusetts who is leader in the Congress. There are very few of us at this writing who believe that the Democrats will get control of the Congress. Some labor-hating Congressmen will be defeated but not enough to overthrow the large Republican majority now in the Congress, so Martin will be Speaker of the House. He comes from a district outside of Boston in Massachusetts. A great many of the working people are moving down into Joe Martin's district and Joe, while a much disappointed man that he did not receive the nomination for Vice President and who is still young and may be a candidate four years hence, may not be as bitter against labor as some of his associates in the Congress. Democratic Boston may eventually populate Joe's district with enough Democratic voters to somewhat endanger the political future of Joe Martin; so, summing the whole situation up, labor has no right to be discouraged now any more than it was when Harding swept the country with his Harry Dougherty crooked machine.

When the late William Howard Taft was elected in 1908, labor fought harder as a result of those elections of labor-hating individuals to the office of the Presidency than it ever did before those years and labor built itself up and had itself looked upon by the nation as a serious, important part of the nation's continued prosperity, and when it came to 1912, because of a split in the Republican Party, Woodrow Wilson, one of the most honest men who

was ever President of the United States, was returned to office. He not only was honest and brainy, but he was sincere and human. Then again in 1916, when there was no split in the Republican Party, Woodrow Wilson was returned to office and he never broke a pledge to the men of labor.

The reactionaries can again destroy the Republican Party and reactionaries can and now are destroying the Democratic Party; I refer to the Southern labor-hating Democrats. But, all in all, labor will go on; it must go on, it can't turn backward; it will fight with greater vigor and determination.

There is one serious fly in the ointment, however, and that is the differences among the men of labor and, as I have said before, it is my personal opinion that adverse legislation which we have received in recent years is due somewhat to the representatives of labor, because of the differences and the quarreling and the serious bitter feeling within the family of labor.

There is no place for three or four different split organizations of labor in this country. The rank and file are not to blame; it is the ambitious leaders

of certain organizations who are drunk with their own importance and who would rather see themselves at the head of some organization than take a place in the family of labor, working and supporting the chosen leader of the majority after the establishment and consolidation of the unions of labor now prevailing in our country.

I repeat that this adverse legislation which will, before it is through penalize labor worse than it is doing now if that could be possible, will continue until such time as labor gets into one organization and works together shoulder to shoulder and face to face, fighting the enemies of labor, defeating those enemies as they have the power to do and setting aside all other supposed or imaginary grievances. These are trivial compared to the necessity and the demand of the toilers to get together and fight together and die together if necessary so that labor, the men and women working with their hands and their heads, and their children, may be protected from the cruel treatments meted out to them by classes who are backed up and kept in office by the unholy alliance of the unjust manufacturers and employers who seemingly now have control of the affairs of our nation.

Union Shop Preferred by 94%

NLRB Reports on Progress of Work; 373 Unfair Labor Acts Practice Cases Filed During August; Backlog Still Heavy

Union-shop preference continues on the part of labor in its election choices under the machinery of the Taft-Hartley law, according to a report issued by the National Labor Relations Board issued in mid-October.

The summary which covered the latest reporting period which was the month of August showed that of all union-shop elections 94 per cent of the ballots were cast in favor of authorizing the union-shop provision in contracts. This percentage covered the 270,349 valid ballots cast in the month.

In each case the employee was given his choice to vote "yes" or "no" on the following question: "Do you wish to authorize the union

named below to enter into an agreement with your employer which requires membership in such union as a condition of continued employment?"

The number of elections in which the union-shop provision was favored was even higher in the number of unions than it was by votes. The union shop received support in 97 per cent or 2,899 of the 2,999 elections held. Of these 2,999 elections held 2,061 were won by AFL affiliates, 478 by independents and 360 by CIO affiliates.

Charges of unfair labor practices included 276 brought against employers and 97 against unions. The AFL led in filing unfair labor charges against employers with 115.

The CIO filed 64, independents 36 and individuals 57.

Of the 97 charges of unfairness against labor unions 52 were filed by employers and employer associations, 37 by individuals and only eight by other unions. Of these charges against unions 23 were on the grounds of secondary boycotts and 13 involved jurisdictional disputes.

During this same reporting period, August 1948, 41 formal complaints were issued with 30 lodged against employers and 10 against unions with one against both unions and employers. Five injunctions were filed by regional directors during the month. The backlog of cases is still heavy, the NLRB reported.

A total of 10,371 cases were pending at the end of August. Of these 7 per cent had been filed before August 22, 1947, the Board said.

THE OLD BOSTON POST ROAD



By "TEAMSTER" STAFF WRITER

A STORY of the Old Boston Post Road is a story of the development of New England. For the road was not one but three, and over these three routes from early times are interwoven some of the most stirring and colorful events in American history.

The tale of the Boston Post Road begins with the type of settlement and life in the early colonies. In the South in the colonial times the plantation system prevailed, and hence most of the settlement and administration was on the county system. Most of the shipment of tobacco was by water from a river wharf. There was relatively little communication between the sparse population settlements.

In New England, on the other hand, the town instead of the county became the unit of government, because this form was adapted to the growth of clusters of settlements for mutual protection against the Indians. It was many years before these towns grew sufficiently to demand extensive interconnecting communicating roads with the other colonies on the Atlantic seaboard.

Growth Was Slow

More than half a century elapsed between the time New Amsterdam and Plymouth were settled in the early 1600's and the time roads were put through connecting these two leading towns. Boston in the mean-

time had become the New England metropolis.

By warfare and treaty with the Indians the white settlers of New England pushed their roads back into the wilderness, one path toward what is now Springfield, along the Bay Path. The Upper Boston Post Road follows this general location. The direction of this road and that of the Middle Post Roads in so far as Connecticut was concerned was determined by the settlement in Hartford. The settlement by Roger Williams and his co-religionists fixed the general direction of the Lower Post Road.

Began In 1673

The post road formally might be said to have begun with action by Governor Francis Lovelace in 1673. He wanted to establish an inter-colonial mail service. Since New York had been held by the Dutch and New England by the English, there had not been the incentive previously to have a connecting road. The governor dispatched the first post rider northward from New York by way of New Harlem, Eastchester, Williamsbridge, Hoseneck (Greenwich), New Haven, Hartford, Springfield, and Roxbury to Boston. Thus was the first mail service in America established on route to be known as the Upper Boston Post Road.

Indian paths in New England

later became settlers' roads and then King's highways. But travelling was rugged. The first era was that of the post rider, later to be followed by the period of the stage coach and cart. Even after the roads were open for stage and wagon travel, the going was rough and drivers had to carry their trusty axes to remove debris, fallen trees and other obstacles. Rivers had to be ferried or forded and in general the going was anything but comfortable, particularly for passengers.

The development of the highway system is closely related to the attempt to provide a means of getting the mail through and the various branches of the Old Boston Post Road form an important artery or network in this progress.

Route Is Traced

The Upper Road left Boston and went through Waltham, Sudbury, Marlboro, Worcester, Brookfield, Palmer, and Wilbraham; it followed the old Connecticut Path to Springfield. It continued on through Suffield and Hartford, to Wethersfield, where the road divided to be re-joined at North Haven. From here the road ran through New Haven, Milford, Fairfield, Norwalk, Greenwich, Rye, Mamaroneck, New Rochelle, Eastchester, Kingsbridge, and Harlem Heights to New York. According to Low's Boston Almanac of 1800, this distance was 250 miles.

The Middle Road went from Boston through Roxbury, Dedham, Medway, Bellingham (Hollister), Mendon, Uxbridge, and Douglas in Massachusetts, and Thompson, Pomfret, Ashford, Coventry, Bolton, East Hartford, and Hartford and there coincided with the Upper Road to New Haven and New York City. This route traversed 203 miles.

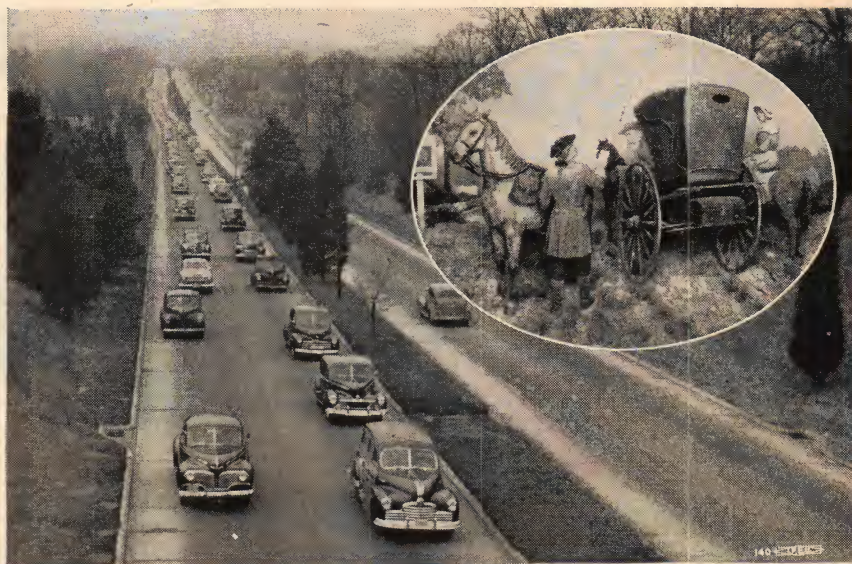
Lower Route Given

The Lower Road went from Boston via Roxbury, Dedham, South Dedham, Wrentham, and Attleboro to Providence, R. I., where it divided into a western branch passing through Greenwich and an eastern branch passing through Bristol and Newport. These two joined at Kingstown and the route continued to Westerly, New London, Saybrook, Guilford and Branford to New Haven, and there connecting with the Upper Road. In the early 1800's this route covered 247 miles down the west side of Narraganset Bay and 259 miles along the eastern shore via Bristol and Newport, R. I. This is now U. S. No. 1, for the most part.

During the colonial period this Lower Road was most heavily patronized. At Providence or Newport passengers and property could be transferred from land vehicle to a boat bound down Long Island Sound.

Transportation of freight soon became an important objective in the road development of these early days. In 1717 an exclusive privilege of operating a wagon on the Hartford-New Haven section of the Upper Road was granted to an applicant for seven years. With this step came an improvement in the main roads and a quickened tempo of mail service.

Benjamin Franklin was for several years identified with the postal system as Deputy Postmaster General, and later in charge, attempted to make improvements of postal service throughout the colonies. Franklin's interest and thoroughness is often overlooked among the many



Connecticut's Merritt Parkway and, in oval, a scene on the old Boston Post Road.

other achievements of that distinguished and many-sided man.

One of the early names in New England road and transportation developments which deserves mention is that of Levi Pease, often called both the "Father of the Stage Coach" and the "Father of the Turnpike in America." He had been a soldier in the Revolution and apparently was a man of considerable energy and ambition. He obtained help in establishing a stage line and became quite successful in its development.

Since the roads of those days were bad, it was natural to want to develop them with improvements, thereby easing travel difficulties. Pease obtained from Massachusetts the first charter for a turnpike. The new turnpike went along near the Post Road and represented an effort to improve travel substantially for passenger and freight hauling.

The inns along the roads were festive stopping places both for stages and wagons. Often there was a large shed behind the inn proper for the wagons and another house for the teamsters. We are told that holes were cut in the side of the house, one above the other, to the second story, so that teamsters could climb up and down from their sleeping rooms without disturbing the rest of the household.

The modern highways now traversing the site of the various roads of the Old Boston Post Road system carry heavy burdens of passenger and commercial traffic. With New England an important manufacturing center, modern trucks are kept busy bringing raw materials into New England and taking fabricated materials out, either for transshipment by water or to other freight destinations in New York and beyond.

But this modern system, which is more attuned to machine tools, metal and electric works than to quiet contemplation and literature, has a colorful background in New England history.

Played Important Role

Many of the important trips in connection with the American Revolution were taken over the Old Boston Post Road. Paul Revere as a courier for the patriots traveled it, and it was on the Old Post Road that a British stamp collector, an agent of the Crown, was stopped by the Sons of Liberty and compelled to sign and read aloud his resignation.

Eli Whitney, of cotton-gin fame, and Elias Howe, inventor of the sewing machine, were only two inventors of the area. Whitney went to school at the Academy of Leicester and Howe used to stop at Spen-

cer, one of the favorite stage places of the countryside.

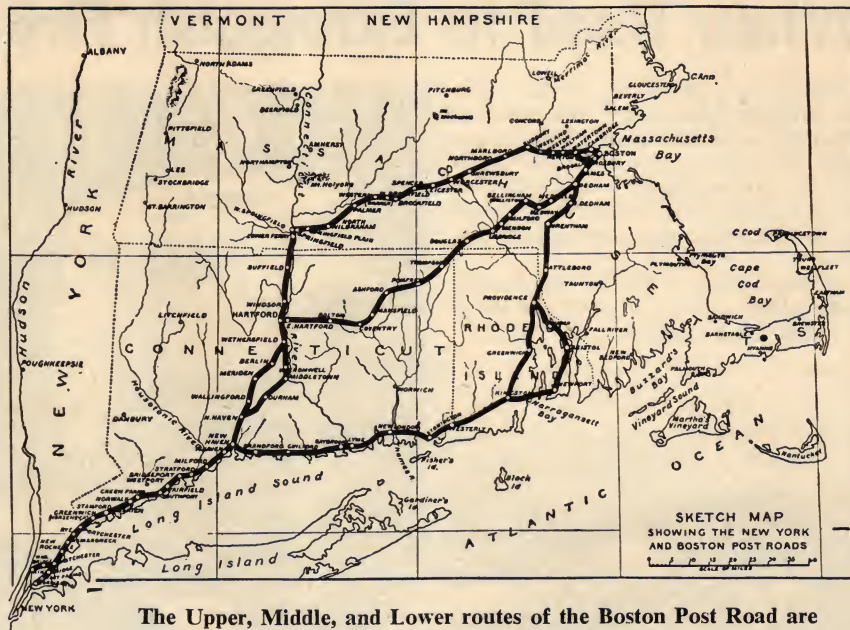
Noah Webster, originator of Webster's Dictionary, lived in New Haven, site of Yale University, where were trained many a famous character in New England and American history.

George Washington and Lafayette traveled the Boston Post Road more than once and the first President commented on the condition of some parts of the route.

One of the most famous points of interest along the entire Post Road system is the Wayside Inn, at South Sudbury. This is the hostel where Henry Wadsworth Longfellow lived for a time and wrote his "Tales of a Wayside Inn."

P. T. Barnum lived in an ornate house in Bridgeport and in the 1940's Charles Dickens traversed part of the road in a trip through New England.

President John Adams taught school at Worcester and Nathan Hale is remembered at Yale and at Norwalk. His words "I only regret



The Upper, Middle, and Lower routes of the Boston Post Road are indicated by heavy black lines.

that I have but one life to lose for my country" are memorialized in more than one place along the route.

Names and historical events could be added almost by the bookful on the place the Old Boston Post Road and these few are given to indicate the extent and variety of famous names.

Today the Merritt Parkway, for passenger traffic, with all the improvements which modern highway engineering brings, marks a sharp contrast to the old trails established for post riders nearly two centuries ago, which are the ancestors of today's modern transportation arteries in New England.

Teamsters Aid Red Feather Job

AFL Craftsmen Renovate Neighborhood House in Washington Community Chest Labor-Management Joint Effort

The International Brotherhood of Teamsters through Local No. 639 joined with other AFL crafts in volunteering labor as a contribution toward renovation of a settlement house in Washington, D. C.

Cooperating with 15 contractors who supplied materials and equipment, AFL craftsmen gave one day's work to give a "new look" to Barney Neighborhood House, 470 N Street S. W., Washington, as part of the annual Red Feather drive in the nation's capital. The face-lifting job on the settlement house took place October 9.

In addition to the teamsters other crafts who assisted in the project in-

cluded members of the carpenters, painters, laborers, and electrical workers locals.

Arthur Morris, business agent of Local No. 639 served on the general committee for labor in the Washington Building Trades Council—Washington Building Congress cooperative special project. Present and assisting in the work were Lewis Hinton, John T. Brown and Charles Thomas of Local Union No. 639.

The one day project took on something of the aspect of an old-fashioned "barn-raising" when AFL craftsmen pitched in to do a quick one-day job valued at approximately

\$3,000 with no cost to the Community Chest.

C. F. Preller, assistant general chairman for labor of the 1949 Red Feather Campaign, said in commenting on labor's part in the overall drive, "Labor's interest in the Community Chest in the Washington area has been greatly increased through the establishment by the Chest Federation about a year ago of a Labor Participation Department, managed by an officially endorsed labor representative, and responsible for the integration of the local labor movement in all phases of the Chest's activities."

He said that the "face-lifting" project at the settlement house marking a dramatic way of giving a day's contribution might be of interest to labor councils in other cities in which Red Feather campaigns are now being conducted.

Whey Used to Extinguish Fires in Wisconsin

Whey, a by-product of natural cheese, was recently trucked by Teamsters of Local No. 619, Manitowoc, Wis., to the scene of a fire in that city. The material, far more effective than water in battling flames since it cakes and cuts off the air, was effectively used to stifle the fire.

In other cases of fire in Manitowoc's rural areas, calls have been put in to two tank truck operators for water.



ABOVE—Drivers and helpers on the whey trucks take a breather at the scene of a barn fire. **UPPER RIGHT**—Trucks haul water to the scene of a warehouse fire. **IN CIRCLE**—Firemen battling a barn blaze with water trucked to scene.



According to Clarence F. Gass, president of the local, the operators called on were the Haupt Milk Transit Company, which hauls milk, and the Western Condensing Company, which hauls whey. Both firms have signed agreements with the local. Brother Gass states that the use of trucks in these instances saved several structures in areas where the normal water sources were inadequate.

"The public and effected parties have been very grateful in receiving this splendid assistance and cooperation from these companies and their drivers, by stating their appreciation in our daily paper," Gass writes.

At a warehouse fire, a score of trucks hauled water to be fed into the pumps fighting the fire. The water, in milk cans, was carried by hand across the railroad tracks. Above pictures are from the Manitowoc *Herald-Times*.

Is the Worst Yet to Come?

(Continued from page 4)

tion. The logical result of this thinking would be to throw collective bargaining out the window.

He would narrow the area of collective bargaining and prevent labor unions from including many of the social welfare attributes which have been taken as matters of course in modern labor relations.

While labor looks at Mr. Hartley's "minimum requirement," the public in general should be apprehensive lest his so-called long term goals find favor in the 81st Congress. Ac-

cording to this blueprint Congress would be asked to turn back the clock to the days of Hoover or even before.

"I am well aware of the political difficulties of eliminating the New Deal social legislation. It cannot be repealed at a single stroke."

He says that the Fair Labor Standards Act has "outlived its usefulness." He even attacks such agencies as the Federal Power Commission and the Federal Communications Commission. He implies that he would go back to the horse and buggy days in Government as far as social legislation is concerned, but he would pile on more regiment-

ing legislation to put labor in a tight straight-jacket.

This book would be more dangerous than it is if Congressman Hartley were returning to Washington. The danger can still remain a serious one if (a) some of his colleagues take up his anti-labor crusade with his viciousness, or (b) if some of the new members of Congress read the book and take it as truth and gospel and carry forward where Hartley left off.

Yes, by the way, the book has a foreword written by another man who had something to do with the law. His name is Robert A. Taft and he is U. S. Senator from Ohio.

Report Shows Truck Progress

MOTOR trucking in the United States is an increasingly important factor in the economic life of the nation, and is a major employer of labor, according to a comprehensive report recently released by the Department of Commerce.

The number of truck drivers in the U. S. was three and a half times as large as the total number of persons employed in the railway industry. And this figure does not include loaders, repairmen, clerical and supervisory employees.

The Government study, entitled "An Evaluation of Motor Truck Transportation," is one of a series of industry reports prepared by the Department of Commerce. This is the first comprehensive study released generally of the motor truck industry by the Government in several years. The report was prepared by Edward Margolin and Knute E. Carlson, under the direction of Paul M. Zeis, chief of the Transportation Division, Office of Domestic Commerce.

Trucks Are Essential

The theme of the study is set forth in Mr. Zeis' introduction of the report. Says Mr. Zeis: "The motor truck has become an essential part of the national economy. Manufacturing, mining and agriculture are all increasingly dependent upon truck transportation. Modern wholesaling and retailing techniques would be impossible without the motor truck. The truck has produced great changes in production and distribution patterns and in the marketing of commodities. It has now virtually replaced all other means of transportation for local short haul commodity movements. Likewise, the truck has acquired and is acquiring an increasing proportion of the longer haul traffic which moves between cities, areas and

Commerce Department Study Traces Advance; Jobs in Trucking Industry 3.5 Times Those In American Railroad Transportation

states and is having a growing impact upon other forms of transportation. In short, the motor truck has become a key factor in the conduct of practically every type of business."

How the truck has become a "key factor" is set forth in the 124-page report with number charts and more than 50 statistical tables. The report discusses the importance of trucking to the national economy; advantages of trucking transport; characteristics of over-the-road trucking; recent trends and current problems of the industry.

The report sets forth the growth of truck ton-miles, with figures based on the years 1936-1946. In this ten-year period for which figures are available, inter-city truck carriage increased over 50 per cent since 1939, while the increase in the for-hire truck loading for the decade 1937-1947 was well over 100 per cent. These figures are not the complete story of trucking, since they

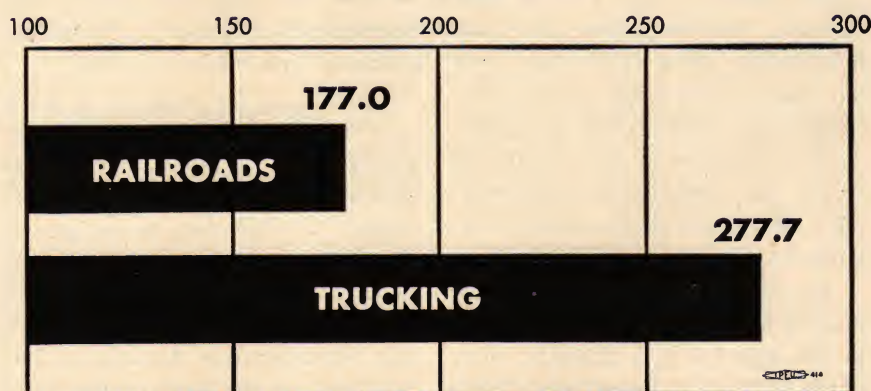
cover figures only for Class I motor carriers. Much of the tonnage carried is not reported and hence, the increase is undoubtedly substantially greater than those shown in the official figures.

The study gives an interesting comparison in the growth in production and tons carried by American railroads and Class I motor carriers. The general production figures, using 1935-1939 as a base or equal to 100, shows a growth from 1939 of 187 for industrial production and 135 for farm production. During this period of rapid production increase railroads showed a growth in tonnage carried from the base period of 100 to 177. Trucking for the same period, identical to that of railroads and using the same period as a base, showed the phenomenal growth of from 100 in 1939 to 277.7 in 1947, with the figure still climbing as the report was prepared.

The report says that "of consider-

TONNAGE CARRIAGE INCREASE 1939-1947

(1939 = 100 base)



The above chart shows the strapping gains of truck tonnage from 1939-1947, as compared to increases in railroad carriage during the same period.

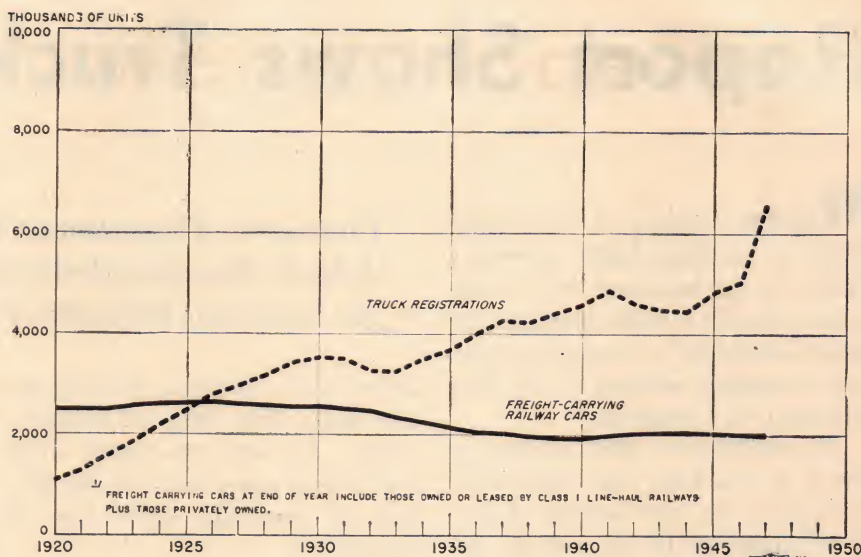
able significance is the sharper increase of truck traffic than the railroad l.c.l. (less than carload) shipment tonnage . . . the difference in their relative growth would seem to indicate a fairly substantial diversion of competitive traffic from the railroads to the highway carriers."

The wartime period caused a certain dislocation and decline in the share of ton-miles carried by trucks. For example, in prewar years trucks carried, according to the report's estimate, 7.55 per cent of the total domestic ton-miles, but in 1944 the share fell to 4.57 per cent. Gains were made shortly thereafter and the figure by 1946 had climbed to 7.47 per cent of the total with the curve still going upward. The decline in carriage by water carriers and pipelines was a substantial factor, it is said.

Big Increase Shown

Some of the most significant figures in the entire 124-page report are given for the increase in motor truck registration with tremendous gains reported for the 18-year period for which registrations are given. Growth is reported as having increased from 3,518,700 units in 1930 to 6,521,400 in 1947—in other words, the figure is almost double. The increases in the last few years, particularly since 1945, the year the war ended, are especially significant with a 34 per cent gain for 1947 reported over the figure for 1945. Moreover, says the report, there has been a more rapid increase, percentagewise, in truck registrations since 1943 than there has been in passenger cars. Passenger cars experienced a sharper decline in the war years than did trucks and similarly are experiencing a slower comeback, measured in terms of percentage comparisons.

The increase in motor truck production from 1936 to 1947 as shown in the report tells a dramatic story of the increase in importance of this form of transportation in the life of the nation.



Number of truck units outraces rail cars over a 47-year period.

Total production in 1936 of civilian trucks was 770,617 and had climbed to 823,205 by 1941, the year of Pearl Harbor. From that year until 1946 civilian production suffered severely with 125,294 produced in 1942; only 2,888 in 1943; 119,081 in 1944, and 313,643 in 1945. In 1946 figures were beginning to shoot up as the manufacturing industry began to overcome problems of retooling and reconversion. In 1945 production was 938,263 and for 1947 1,220,634.

The growth of truck-trailers as a further index of the increased use of truck transport is given for the period 1939-1947. The figure for 1939 was 24,182 with a falling off shown during the war period. By 1944 the figure was 24,092, almost up to prewar, and the next year, 1945, the number was 33,266. But in 1946 the figure had more than doubled with 70,619 truck trailers produced and 50,037 in 1947.

Trucking as an employer of labor is of increased interest to labor in general and to the International Brotherhood of Teamsters in particular. Commenting on the growth the Commerce Department study says: "While complete statistics on this point are lacking, the Automobile Manufacturers Association has estimated on the basis of the number of vehicles registered, omitting farm trucks and school buses, that

there were in 1946 no less than 4,753,035 truck drivers in the United States. This figure does not include the large number of persons who are employed in other activities connected with trucking, such as loaders, repairmen, clerical and supervisory employees."

Tops Rails In Jobs

"In the same year," continues the report, "1946, a total of 1,358,838 persons were employed by the railroads. In other words, the number of truck drivers was 3.5 times as large as the number employed by the whole railway industry."

The report adds that on a basis of 60 million persons employed in the U. S., approximately 8 per cent are employed as truck drivers.

In discussing the distribution and use of motor trucks in the United States, the report points out that of the 4,659,285 units operated by carriers in the U. S., 87.7 per cent were used predominantly in local service.

While figures are not complete nor entirely statistically precise on distribution, the report quotes the Census of Agriculture which says that there were 1,500,000 trucks on farms in 1945. This is the major area of use with the construction

(Continued on page 30)

Leadership Problems Are Cited

*Price of Honors Sometimes Bitter,
Comments the General President*

by DANIEL J. TOBIN

The statement below, entitled "The Penalty of Leadership," is so really true to life today—yes, I might say it always has been true—that I thought I would publish it in the Journal for the purpose of endeavoring to convey to our membership, especially the officers of our unions, the penalty paid to be helpful in the world or to be considered as the adviser and leader of any particular group. This would even apply to fathers who are endeavoring to bring up families who are sometimes misunderstood by their children and others of the family.

Price Sometimes Better

The price of leadership is sometimes so bitter and so discouraging that one often wonders if the honors that come to leadership are sufficient payment for the agonies sometimes endured from being misunderstood and one's actions willfully and maliciously misinterpreted and misconstrued.

How often have I gone home at night after reading some severe bitter denunciation of my attempts to be helpful to our membership, how often I have gone to bed bitter against the cruelty of things as the result of malicious, willful moral murdering of our attempts to raise the standard of our people one slight cog in the wheel of life, and for this purpose hoping you who may read this, you who are sometimes discouraged and depressed, may understand that for every success in life there is a sorrow and for every smile there is a tear, but also keep

in mind that no achievement was ever obtained by any individual who sat idly by and permitted wrong to prevail, one who would watch the passing scene of unjust treatment of his fellow men without putting forth every ounce of energy and putting to work every cell in his brain to help his fellow man and to render service based on justice for those who have entrusted him with the responsibility of leadership.

I have before me in a plaque in my office the words of a great philosopher that have sometimes helped me, "Only the good that

men do lives after them." Not the money we leave behind, not the fact that we leave homes and reputations sometimes built on the sorrow of others, but the satisfaction that prevails in one's mind and heart and conscience that he honestly tried to do good for the other fellow even though he oftentimes failed and was misunderstood.

The price of leadership, the glory of helping to do that which is right and just as God gives you the light, is when you lie down to rest at night and your conscience tells you after you examine same that during the day that has just ended you have done no wrong to any man, but on the contrary you have tried sincerely and faithfully to do that which is right although you have oftentimes not succeeded.

The Penalty of Leadership

In every field of human endeavor, he that is first must perpetually live in the white light of publicity. Whether the leadership be vested in a man or in a manufactured product, emulation and envy are ever at work. In art, in literature, in music, in industry, the reward and the punishment are always the same. The reward is widespread recognition; the punishment, fierce denial and detraction. When a man's work becomes a standard for the whole world, it also becomes a target for the shafts of the envious few. If his work be merely mediocre, he will be left severely alone—if he achieve a masterpiece, it will set a million tongues a-wagging. Jealousy does not protrude its forked tongue at the artist who produces a commonplace painting. Whatsoever you write, or paint, or play, or sing, or build, no one will strive to surpass or to slander you, unless your work be stamped with the seal of genius. Long, long after a great work or a good work has been done, those who are disappointed or envious continue to cry out that it cannot be done. Spiteful little voices in the domain of art were raised against our own Whistler as a mountebank, long after the big world had acclaimed him its greatest artistic genius. Multitudes flocked to Bayreuth to worship at the musical shrine of Wagner, while the little group of those whom he had dethroned and displaced argued angrily that he was no musician at all. The little world continued to protest that Fulton could never build a steamboat, while the big world flocked to the river banks to see his boat steam by. The leader is assailed because he is a leader, and the effort to equal him is merely added proof of that leadership. Failing to equal or to excel, the follower seeks to depreciate and to destroy—but only confirms once more the superiority of that which he strives to supplant. There is nothing new in this. It is as old as the world and as old as the human passions—envy, fear, greed, ambition, and the desire to surpass. And it all avails nothing. If the leader truly leads, he remains—the leader. Master-poet, master-painter, master-workman, each in his turn is assailed, and each holds his laurels through the ages. That which is good or great makes itself known, no matter how loud the clamor of denial. That which deserves to live—lives.

(This text which appeared as an advertisement in "The Saturday Evening Post," January 2, 1915, is copyrighted by the Cadillac Motor Car Company and was sent to President Tobin by the Officers of Automotive Chauffeurs, Parts and Garage Employees Local Union No. 926 on September 24, 1948.)

Attacks Launched On T-H Law

*Senator O'Mahoney And Secretary Tobin
Team Up In Debate Aired Nationally*

SHARP thrusts against the Taft-Hartley law have been levelled by friends of labor in numerous radio broadcasts in the last few weeks.

Outstanding in importance was a debate which took place on an American Broadcasting Company network featuring "America's Town Meeting of the Air" program on the subject "Should the Taft-Hartley Law be Repealed?" The debate which took place on September 28 occurred too late to include a report of the program in the October issue of the TEAMSTER.

Senator Joseph C. O'Mahoney of Wyoming and Maurice J. Tobin, Secretary of Labor, upheld the affirmative in saying that the act should be repealed. Senator Joseph H. Ball of Minnesota and J. Mack Swigert of Cincinnati, Ohio, a law partner of Senator Robert A. Taft contended that the law should not be repealed.

Both Senator O'Mahoney and Secretary Tobin attacked the Taft-Hartley act as a vicious force which is retarding progress of American labor.

"Unsound In Theory"

"I undertake to say," said Senator O'Mahoney in his remarks, "that this law is unsound in theory and unworkable in practice and that it will promote rather than retard industrial strife. . . . Instead of providing a forum in which labor and management can compose their differences, the Taft-Hartley Act provides a punitive 19th century system of injunction and damage suits which cannot fail to inflame both sides."

Saying that 55 per cent of the workers of the country are employed by less than 1¼ per cent of all employers, Senator O'Mahoney said that it is essential that national legislation shall not impair the effectiveness of workers' organizations as the

Taft-Hartley law does by offering aid and comfort to anti-union industrial managers.

"For example, it deals with labor as a commodity," said the senator, "the value of which should rise or fall in response to supply and demand. The main object of an enlightened labor movement has been to escape this law of the tooth and claw. The human individual must not be treated like a bag of salt."

Excessive Power

Attacking the bureaucracy created by the act, the Wyoming senator said, "The Taft-Hartley Act is particularly defective in that, as the time when most of its sponsors are denouncing bureaucracy in government, it establishes the most complete and powerful federal bureaucracy this country has ever seen. It concentrates in the General Counsel more power than has ever been exercised by any government official save in time of war. Although he is Counsel of the Board, he exercises independent general supervision over all attorneys employed by the Board and over all officers and employees of the regional offices. He is given 'final authority,' and those words are taken from the law itself over all investigations and over all complaints. Into his hands is placed the impossible task of regimenting the labor relations of 140 million people in 48 states. This is a concentration of power that simply cannot work as thoroughly demonstrated by the backlog of cases."

Secretary Tobin attacked the law saying that "there are six mandatory unfair labor practices against unions and not even one mandatory unfair labor practice against management — no matter how flagrant the violations."

"This elaborate and strained effort to palm off the fantasy that

Taft-Hartley was conceived and enacted as a benefit to employees is propaganda of the lowest level," continued the secretary. "I doubt that even Goebbels ever attempted anything quite as bald faced."

Referring to the long fight of the International Typographical Union, the speaker said, "There is something radically wrong with a law under which, almost the model union for America, has had to spend \$8 million in strike benefits and court and board defenses, submit to nine board complaints and four extensive hearings before trial examiners, all within one year of the Taft-Hartley Act.

"The secondary boycott has been made illegal by the Taft-Hartley Act. By propaganda, the National Association of Manufacturers and others have succeeded in attaching to the word boycott a meaning in the minds of the public that is unspeakably evil. Under this provision of the law, a union member is compelled to scab against his fellow local members."

Lobbyists Galore

In closing Secretary Tobin said that Congress "grossly ignored the needs and welfare of the overwhelming numbers of people in this country." He referred to failure to pass a decent housing bill, to raise the minimum wage, to extend Social Security or to halt the rising costs of living.

Concluding he said, "Let us take a look at the size of the lobby that helped the 80th Congress — 79th Congress—360 lobbyists; 80th Congress more than 1,400 lobbyists. It was in this atmosphere that the Taft-Hartley Act was born. I am sure that fair minded Americans will demand repeal of this sweatshop law and the substitution of a labor management law that is just and fair to the whole American economy."

Both Secretary Tobin and Senator O'Mahoney have made numerous addresses in which they have called attention to the shortcomings of the Taft-Hartley law.

DUCKS on the WING

DUCKS are on the wing again in the four great American flyways, and hunters, with shotguns pointed to the skies, are experiencing again the old familiar sights and thrills that come to those who participate in this most widely enjoyed of all hunting sports.

If yachting and horse racing are the sports of kings, duck hunting truly is the sport of Joe Blow. More than a million and a half hunters, it is estimated, turned out this year to blast away at the mallard, the baldpate, the teal, the wigeon and the other varieties which go to make up the family of ducks. This year the Federal Government sold 1,722,677 "duck stamps." Every hunter over 16 years of age must have one of these on his person, but some of the stamps are purchased by philatelists, who paste their purchases in albums.

If all the buckshot poured heavenward by duck hunters this year were collected in one place, it doubtless would be sufficient to sink the "Queen Mary." And if the total cost of this ammunition were divided by the weight of the kill, the cost per pound of duck would unquestionably make the price of tenderloin seem cheap. However, such crass considerations have no proper place in any discussion of ducks or duck hunting. A true duck hunter would be outraged if you asked him how much his ducks cost.

Minnesota In Van

Judging by the sale of Federal duck stamps this year, duck hunters were most populous in Minnesota. In the first 10 line-up are found (in order of their duck-hunter population) California, Texas, Michigan, Wisconsin, Illinois, Washington, Louisiana, Oregon and South Dakota.

The four principal migration routes of waterfowl in this country are designated as the Atlantic, Mississippi, Central and Pacific flyways. They define broadly the

routes taken by waterfowl and other migratory birds to and from their nesting and wintering grounds. From years of study of the flights of waterfowl in these aerial routes, ornithologists yearly prescribe the length of the hunting season and the bag limits in each flyway. As in past seasons, the Fish and Wildlife Service this year fixed the most liberal hunting provisions in the flyways where the supply of birds "has increased most and where hunting pressure is less acute."

Choice of Seasons

The Atlantic flyway states of Maine, New Hampshire, Vermont, New York, Massachusetts, Connecticut, Rhode Island, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia, North Carolina, South Carolina, Georgia and Florida were offered the choice of a continuous season of 30 days, or a split season of 12 days each. This same hunting season was also offered to the Mississippi flyway states of Minnesota, Wisconsin, Michigan, Iowa, Illinois, Indiana, Ohio, Missouri, Kentucky, Tennessee,

Arkansas, Louisiana, Mississippi and Alabama.

More liberal seasons were offered the Central and Pacific flyways. The former, which includes Montana, North Dakota, Wyoming, South Dakota, Nebraska, Colorado, Kansas, New Mexico, Oklahoma and Texas, was offered a continuous season of 35 days, or a split season of 14 days each. In the Pacific flyway states of Washington, Oregon, Idaho, California, Nevada, Utah and Arizona the choice was between a continuous season of 40 days or a split season of 17 days each.

Daily bag limits, and limits on the number of birds a hunter may have in his possession at one time, were set by the Fish and Wildlife Service as follows:

Bag Limits

Atlantic flyway: bag limits, 4 ducks, 1 goose (except snow geese), 15 coot; possession limits, 8 ducks, 1 goose, 15 coot.

Mississippi flyway: bag limit, 4 ducks, 4 geese, 15 coot; possession limits, 10 ducks, 4 geese, 15 coot.

Central flyway: bag limit, 5 ducks, 4 geese, 15 coot; possession limits, 10 ducks, 5 geese, 15 coot.

Pacific flyway: bag limit, 5 ducks, 5 geese, 15 coot; possession limits, 10 ducks, 5 geese, 15 coot.

Ducks were given a slightly better break this year when the word went out from the Service that trick plugs in automatic-loading or repeating shotguns, permitting the use of the full five shots, were prohibited. A hunter is not permitted to use a shotgun capable of holding more than three shells.

The relative flight speeds of waterfowl are a topic that is always a subject of interest and debate among hunters. If it will help to settle any disputes, THE TEAMSTER lists maximum miles-per-hour attained by various waterfowl, as



Banding a Mallard



Mallards in flight. A painting by F. L. Jaques

determined by clockings made from cars and planes: Canvasback, 72; pintail, 66; mallard, 60; shoveller, 52; American brant, 45; redhead, 43; European teal, 68; Cinnamon teal, 59; green-wing teal, 44.

Upland game birds generally move slower. Quail have been clocked at a maximum speed of 51 m. p. h. and grouse at no more than 33 m. p. h. Incidentally, the fastest bird on the North American continent is the duck hawk, or peregrine falcon, which has been clocked at 180 m. p. h.

Most officials believe that generations yet unborn will be able to enjoy duck hunting because of strict conservation measures that have been in effect for many years. Some present-day hunters

gripe about these measures and the wardens who enforce them, but they happily are in a minority.

According to Albert M. Day, director of the Fish and Wildlife Service, waterfowl production showed some improvement this spring. Duck breeding in the northwestern states was termed as "generally satisfactory." Improvements were apparent among mallards, gadwalls, shovellers, cinnamon teal and Canada geese. An exception to the generally favorable conditions was noted in the Upper Mississippi area, where waterfowl populations were found to be considerably lower than those in the north central prairies. In the northeastern part of the United States no significant change was noted by the Fish and Wildlife Service.

Woman Gives View On Voting

*Contributor Sees Advances Made by Unionism;
Says All Should Get Out and Cast Their Ballots*

I am a young woman, a graduate of an outstanding university. I know some of the dangers of working people. I have spent many years acquiring my education. My parents have worked hard to give it to me. I know how difficult it was for them. And I know they sacrificed for me. But now I am able to see the light! I have learned something of the struggles of the workers. I now have a decent position as a worker. I belong to no union. Perhaps I will some day. There are certain things I have learned about unions through my schooling and through my employment. They are important things.

I know that the position I hold today could, and would have been filled some years ago for one-third of the salary I now receive. Labor unions are mainly responsible for the splendid wages some of us now enjoy. Yes, I, a non-union worker, have the unions to thank for my decent living wages.

And I have learned that the hard struggles of my parents and grandparents were mainly due to the wrong people holding public office. These people make the laws. You elect them. My mother, in her early days, did not have the right to elect these officeholders. Women, then, were not allowed to vote. Again, it

was the unions who were mainly responsible for obtaining this franchise for women, in our country and in Britain. It does not seem possible that this precious right, so hard won not many years back, could be so neglected by some women today. We know that wives spend approximately 95 per cent of husbands' wages. This represents great spending power in women's hands. But do we realize what potential power lies in women's votes? Women help elect our lawmakers. Yet we often hear women cry for more voice in governmental affairs. This voice is theirs for the taking! However, if they refuse to register and vote there is no hope left for them. They do not deserve the right to vote. Will you promise me, and your families, that you will vote on next election day? Will you the wife, the real manager of the family, get your sister, your daughter, your friends to vote?

Read. Listen. Think. Acquaint yourselves with the issues. Know your candidates. Check the voting records of your Congressmen! Then act! If you do, you are helping them and yourselves to exterminate those crooked rascals who often get control of cities, states, and the nation when we, the young girls and married women, are too lazy or negligent to vote. We by our carelessness, or ignorance, or laziness are responsible, unintentionally, for the sufferings of millions today.

Go and vote!

MARY JO.

Forecast New High In Auto Production

The 1949 production of automobiles and trucks should approach 5,200,000 vehicles a mark second only to that achieved in 1929, the trade paper *Automotive News* recently predicted.

By mid-October the figure for vehicles had reached 3,971,154 cars and trucks. Only a materials shortage would seriously interfere with a new mark, it was indicated.

CONSTRUCTION figures through the United States continue a sharp upward climb making 1948 a boom construction year.

Measured by the value of work put in place a new monthly record of \$1.8 billion for September was reached, according to figures from the Bureau of Labor Statistics, Department of Labor. This was the latest reporting period for which figures were available as **THE TEAMSTER** goes to press.

Compared with the same period one year ago, expenditures for new construction were higher in September 1948 by \$381 million or 27 per cent. According to the Labor Department report record dollar volumes were maintained or exceeded in most types of peacetime construction, although the rate of increase was not so great as in previous months.

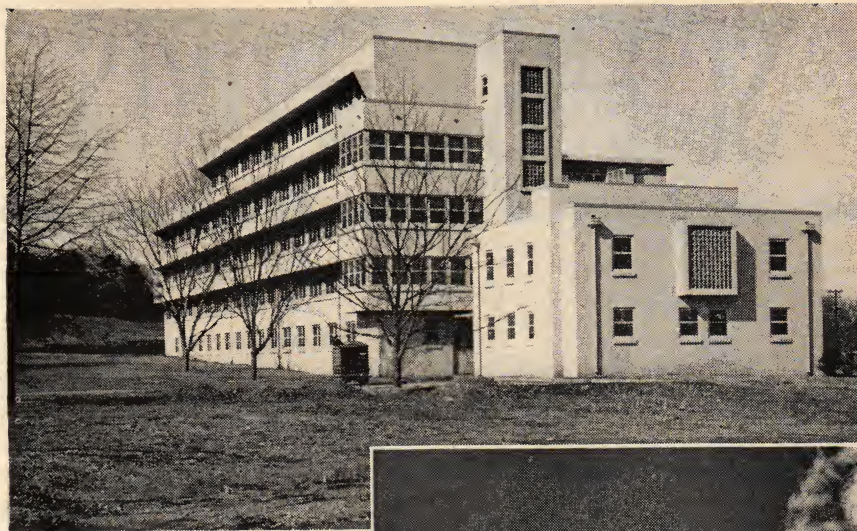
Employment at Peak

Employment by construction contractors in September matched the revised August BLS estimate of 2,257,000 workers, the highest level since October 1942. The wartime peak reached in August 1942 hit the 2.5 million mark. Contract construction employment this September exceeded that for September 1947 by 150,000 workers or 7 per cent with non-farm building continuing to claim almost half of all workers employed in privately financed projects.

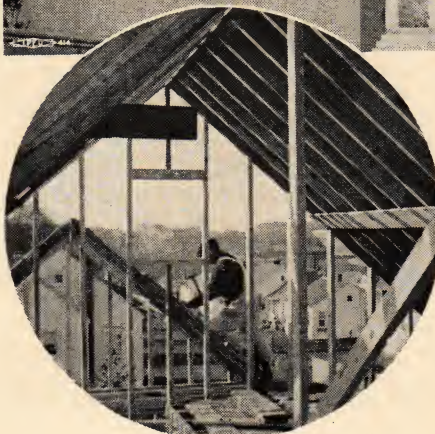
Construction in the U. S. is a major source of employment of the trucking industry, ranking second only to agriculture. Direct and indirect sources of work provides work to a substantial number of teamsters.

A seasonal drop in farm construction was responsible for a decline in privately financed construction of some \$7 million bringing the figure to \$1,344 million.

Nonfarm housebuilding declined somewhat but was still 27 per cent above the dollar volume for September 1947.



Building Boom Continues



BOOM RESULTS—Hospitals, public works, schools and housing are sharing in the boom which will make 1948 a banner year. In the first nine months of 1948 hospitals were up 133 per cent in volume; public works, public construction was up 32 per cent; public educational building 100 per cent and housing was destined to set a new record volume for 1948.

SCIENCE SHORTS



Furfural, obtainable from corncobs, is an important ingredient of nylon.

Some Maine sardine canners are using sunflower oil instead of olive oil because of the better taste.

Natural sponge resources in Philippine regions are being explored in the hopes that sponge fishing may help the people earn a living.

One reason why natural gas is a preferred fuel in steel furnaces is that it contains almost no objectionable constituents and leaves no wastes or residues.

The only principal product from petroleum in 1859, when America's first oil well was drilled, was kerosene for lamps; now there are over 1,200 petroleum products.

The dusky salamander, the most common type along streams in the eastern part of the United States, lays from 20 to 40 eggs beneath a stone near a spring and stays with them for two months until they hatch.

Proof that flies transmit acute diarrheal diseases has now been definitely established; health officials have long believed that the fly plays a major role in the spread of intestinal infections, but the evidence was not conclusive.

Raw foods are good for the teeth because they help clean their surfaces.

Petroleum products have wide uses, ranging from lubricating machines to paving roads.

Natural gas, widely used in furnaces in the steel industry, can be made to attain flame temperatures as high as 3,700 degrees Fahrenheit.

Natural aging of whiskey is a long-drawn-out process of slow oxidation, along with the mixing of chemicals which come from the barrel in which the liquor is aged.

Eggs of fish and other eggs laid in the sea must be produced in enormous numbers if enough are to survive; one oyster sheds around 30,000,000 eggs in a single season.

Curare, ancient South American arrow poison, has proven to be a valuable addition to anesthetics used by the throat surgeon; it is used to supplement common anesthetics.

Alaska's huge and heretofore untapped resources of pulp timber will soon contribute to America's paper needs; a \$20,000,000 paper mill is to be constructed by a company that has a contract for 1,500,000,000 cubic feet of pulp timber.

Average potatoes of today's favorite varieties contain about 15 per cent starch.

Fire-retardant Christmas tree ornaments are recommended to decrease the Christmas fire hazard.

Scientists have discovered that by varying the pitch of supersonic sound they can kill one kind of germ and leave other germs alive.

Sunflower seed was regarded only as a bird feed in America for many years; now sunflower is commercially grown for the excellent table oil obtained from the seed.

The petroleum transportation system of America uses some 150,000 miles of pipeline, 400 tanker vessels, 2,400 barges, 100,000 railroad cars and 100,000 trucks.

Frederick the Great is said to be responsible for promoting potato culture in Prussia; a little over two centuries ago he had seed potatoes distributed free and compelled the peasants to cultivate them.

In making asbestos cloth, a certain amount of cotton fibre is often used to give a firmer construction; the fireproof asbestos fibers are slippery and do not hold together as well as when a cotton mixture is used.

The commercial shipment of tobacco from America to Europe started in 1531.

A starch factory which extracts 85 per cent of the available starch in potatoes is considered to be relatively efficient.

The earliest industrial applications of vacuum technique were in the production of carbon filament incandescent lamps.

Honors Awarded Three Union Drivers.

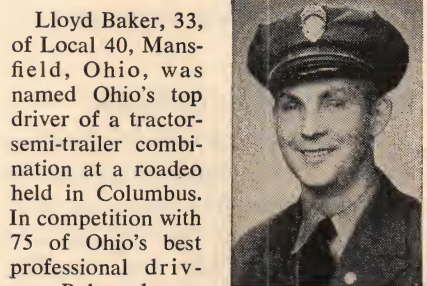
Names of three Teamsters were in the news recently, two for winning state Rodeo championships and the third for pulling a man from his burning automobile, saving his life.



Garrison

Forrest Garrison, 25, of Local 627, Peoria, Ill., was declared Illinois state champion at a rodeo conducted by the Central Motor Freight Association. A driver for nine years, the last three without accident, Garrison is married, has one daughter, and is a veteran of World War II. In the rodeo preliminaries, he won out over 40 contestants.

*



Baker

Lloyd Baker, 33, of Local 40, Mansfield, Ohio, was named Ohio's top driver of a tractor-semi-trailer combination at a rodeo held in Columbus. In competition with 75 of Ohio's best professional drivers, Baker drove through the official obstacle course in six minutes, 16 seconds. Entering the National Rodeo contest in Washington, D. C., Baker placed third in the finals of the tractor-semi-trailer class. In 15 years of driving, Baker has had but one chargeable accident.

*



Williams

Another Ohio Teamster, Woodrow W. Williams, of Local 20, was designated as the Buckeye State's "Driver of the Month" by the Ohio Association of Commercial Haulers. Williams, a driver for A & P food stores, halted his truck last March on the highway near Sylvania and, at risk of his own life, rescued a man from a burning car.

EDITOR'S NOTE: Locals are invited to send in stories and pictures of champion drivers. As this issue of the TEAMSTER went to press, pictures of the winners of the National Rodeo were not available.

Free Labor FORGES AHEAD!



NEW REGULATIONS, wage raise demands, growing importance of ERP, and general industrial unrest have characterized labor activities overseas, according to "Labor Abroad," a report just issued by the United States Department of Labor.

The report covers activities in the Western European Countries, Central Europe (including occupied Germany), Eastern Europe and the American Republics. The attempt on the part of labor to achieve a higher standard of living in various countries through wage demands is a result of the constant battle against inflation being waged in various parts of the world. The sharp conflicts between Russia and the West is also reflected in some of the reports received by the State Department and reported in "Labor Abroad."

The sources of the departmental publication include special reports from U. S. Embassy staff members, official government publications, overseas labor publications, and other technical data.

Great Britain

The conflicts between East and West were sharply etched in the meetings of the annual conference of the British Trades Union Congress held in September. The declaration of Arthur Deakin, president of the British Transport and General Workers Union and also of the World Federation of Trade Unions that the WFTU is being used by the Communists to further their ends

was the subject of an editorial comment in last month's TEAMSTER.

All Communist trade-union candidates for offices and for continuing committees of the Trades Union Congress were defeated. One rounding out an uncompleted term was elected, however. Among the candidates for 42 offices, 12 were Communists, and these included Arthur Horner, secretary of the National Union of Mineworkers.

The Communists also sponsored a resolution asking for rapid nationalization of the steel industry, but this, too, was rejected. The Congress expressed confidence in the present approach by the British Government.

Under Britain's austerity program the wage stabilization problems has been a serious one with considerable pressure to lift wage levels exerted by various groups of workers. British workers indicated that they would go along with the stabilization program, but it expects the British Government to take more effective action in bringing about substantial reduction in consumer prices and imposition of stricter limitations on profits.

Benelux

The Labor Department publication reports a special study of the social security benefits in the countries of the Benelux Economic Union—Belgium, Netherlands and Luxembourg. Noteworthy differences in benefits paid out in the

three countries, according to the study made by Prof. A. Doucy of the Université Libre, Brussels.

For example, sickness benefits ranging from one-half to two-thirds of the workers' wages are paid for a 26-week period in Luxembourg. In Belgium the sickness benefit to 60 per cent of the worker's wage and is paid for a period of 300 days, while in Holland the benefit is 80 per cent of the wage and is payable 52 weeks.

In the case of premature death of the head of a family benefits are paid to orphans up to the age of 18 in both Belgium and Luxembourg and up to the age of 14 in the Netherlands.

Total tax rates for social security benefits are approximately 50 per cent higher in Belgium and Luxembourg than in the Netherlands. Price levels are lower in the Netherlands than in the other two countries, thereby placing it at a trade advantage. Some of the economic difference must be ironed out if the Economic Union is to be effective, says Prof. Doucy.

France

Press reports from France on the labor unrest indicates a confused condition regarding the facts on unemployment and manpower needs. The French director of manpower, M. Rosier, says that France faces manpower shortages rather than a surplus, according to a summary of his report in "Labor Abroad."

The manpower official released an analysis of the employment needs which in part offset some of the impression left by press reports in France. He said that the nation needed 150,000 additional workers to fill manpower needs for this year. This figure includes 100,000 required in agriculture, 40,000 in mining, and 10,000 in highly skilled trades. This report was issued in mid-1948.

France has German prisoners of war and the director thought the problem would be intensified with the termination of their work contracts.

The dislocation of employment is shown in further reports from the Ministry of Labor, with economic factors cited as reasons for unemployment in various areas. A reduction of credits for public works, notably for the construction of hydroelectric dams, increased unemployment. Shortage of raw materials, continuing results of the November-December 1947 strikes, reduction of exports, and industrial reconversion were other factors cited as basic causes of unemployment.

Attention is being directed at special groups of workers in France. A committee has been set up for training and placement of the physically handicapped. Of the 1,000,000 persons in this category an estimated 200,000 are employable. Committees were also set up to work on problems of professional workers and on the training of immigrants.

Italy

Differences over political policies have resulted in the formation of a new labor confederation in Italy, the Christian Trade Union Current (Corrente Sindacale Christiana—CSC). The announcement of the formation of the confederation was made by leaders of the Christian Democratic Party, which had been a component of the Italian General Confederation of Labor (CGIL) since the latter's organization in 1944.

Leaders of the new confederation have contended that the Communist and left-wing socialist coalition which controls the majority vote in the organization in the executive bodies had repeatedly violated an agreement concerning the political independence of the organization.

The CGIL had indicated on various occasions its lack of sympathies with the West. When a workers' conference on the European Recovery Plan was held in London last spring, the CGIL voted not to participate, but nevertheless a group of Christian Democrats did attend. In May the Christian Democrats withdrew from May Day celebrations, saying that they were political.

The future of the efforts for a free trade union movement, according to the report received by the Labor Department, seems uncertain. The Christian Democrats number about a million workers, the Communist and left-wing Socialists about 7 millions. Some estimates say that some 10 million workers are not organized.

Netherlands

A remarkable degree of recovery since 1945 has been achieved by the Netherlands, according to a report received from the U. S. Embassy at The Hague.

The production level in Holland was one of the lowest in Europe. This recovery has been achieved through cooperation of employers, workers and the government in maintaining a high degree of industrial peace and stable relationships between wages and prices in the first half of 1948, the period covered by the report.

The Labor Foundation established in 1945 has advised the government on wage-price and related matters. This organization is composed of organized employers and three non-Communist trade union federations. These federations have supported the government generally in policies deemed necessary for the national welfare. The federations also initiated an anti-strike policy which, according to the report, had been a factor in maintaining industrial stability. Most of the strikes called were those prompted by the Communist federation.

During the first half of the year price controls were lifted from a number of luxury articles, including furs, feathers, lace, cosmetics, some sporting goods, etc. Rationing, however, continues for the majority of items the Dutch buy, although a few have been declared free: bicycles, crockery, shoes, and milk.



"This coffee tastes like somebody put their foot in it!"



Mac's Praise for Japs Questioned by Press

The Pittsburgh *Press* expresses some doubts about the Japanese as future bulwarks of peace thereby disagreeing somewhat with General Douglas MacArthur who recently praised the Japanese for their comeback.

General MacArthur speaking on the third anniversary of the Jap surrender, said "... Japan now forms a sturdy pillar in a triangular buttress exemplifying before all the peoples of the Far East the wisdom of the democratic concept."

He further praised the Japanese for creating "a calm and well-ordered society dedicated to peace." Japan is a compatriot of the Philippines in the cause of peace, he said.

The *Press* thinks it "a bit premature to elevate our late enemy to the heights of loyalty earned in blood and sacrifice by our Filipino ally ... we doubt that any people anywhere can achieve much genuine democracy in three short years."

More years of watchful guardianship will be necessary, thinks the editorial writer for "definitely America has not yet won the peace in Japan," concludes the editorial.

Asks Probe for Alleged Highway 'Kickbacks'

The St. Louis *Post-Dispatch* wants to see some action in the investigation of alleged highway kick-backs said to have been made on Illinois highway contracts.

Since the Public Roads Administration, a Federal agency, provides up to 50 per cent of funds for highway funds, there is reason for the Federal government to expedite an investigation, the St. Louis paper believes.

"What the highway investigation needs and should have is resolute help from the Department of Justice in Washington. ... This is Mr. Clark's duty as Attorney

General for all the people; it is up to him to discover whether there have been frauds against the Federal government. If there have been such frauds, it is his responsibility to see that indictments are obtained and the grafters prosecuted and convicted. ... The question is: how much of these federal funds is being squandered in kickbacks?"

The editorial says that the people are entitled to know and want to find out "right now."

Reduced War Sentences Causes 'Uneasy Feeling'

Easing of sentences of German war criminals is the subject of comment in the *Christian Science Monitor*.

The newspaper calls attention in its editorials to the fact that Dr. Hjalmar Schacht, Hitler's financial wizard, has gone free as have a number of the directors of the I. G. Farben organization. The latest incident is the recommendation of the American Military Government in favor of lowering the sentence of Frau Isle Koch, wife of the butcher of Buchenwald.

Commenting on the death sentences given by the English to some of the other criminals The *Monitor* says, "If Frau Koch was wrongly convicted, if there is new evidence or extenuating circumstances, the commutation may be just. But the weakness of the de-Nazification effort, the whole recent trend toward 'forgetting' the evils which men gave their lives to stop—all this conveys an uneasy feeling that something less clean than justice is, less blessed than mercy is at work. If an explanation would remove this impression, it should be made."

Hudson Span Proposal Endorsed by "Times"

Endorsement of a proposed \$14,000,000, one-and-one-third-mile-long bridge across the Hudson River between Kingston and Rhinecliff has been given

by the *New York Times*. Construction of such a span, the *Times* commented, should "facilitate travel on several main highways."

If plans for the new bridge are approved by the Army Engineers, the State Bridge Authority and the State Public Works department, the project may be a reality by 1952.

Small Business Said Vital to Big Business

Prosperity among competent small businesses is called "excellent life insurance for big business" by the magazine *Steel* in commenting upon a recent report on small business made by the Committee for Economic Development.

Saying that it is impossible to write a formula to determine the balance between small and large businesses, the editorial in *Steel* says that "it is safe to say that it is highly desirable that the number of small businesses shall not shrink in the relation to the number of large businesses and that the proportion of business done by the small concerns shall not shrink in relation to that done by the corporate giants."

"Should the companies of modest size," says the commentator, "continue to lose ground steadily both as to number and as to volume, then the inevitable result would be an industry of companies so large and so powerful that the Federal government would have to regulate most of its activities. From such regulation to government ownership would be but a short and easy step."

Three correctives which would help small business improve its position are better management, greater availability of equity capital and an improved long-range program of federal taxation, *Steel* points out.

"Each of these is tremendously important," the magazine declares, "and there should be no let-up in the efforts now being made toward improvement in these directions."

Income Rate Hitting New High in 1948

A new personal income rate of \$215 billion a year was set for August, according to figures released in October by the Department of Commerce. The new figure set another record exceeding the all-time record by \$2 billion set the previous month.

Higher wages and some expansion in employment were the chief reasons given by the Government agency for the increase. While farm income declined somewhat in August it was still 18 per cent higher than it was for the same period a year ago.

The \$215 billion rate compares with the \$209.7 billion rate set for the first eight months and the \$195.2 billion for the entire year 1947, the report pointed out.

Push Organizing Drive Plans

(Continued from page 11)

Beck stressed this point, saying he was opposed to a tax for this work.

The program for getting organization work started was received with enthusiasm by the committee members.

Calling of the next meeting of the Conference Policy Committee was left to the discretion of Vice President Beck. The following members of the committee were present at the Chicago meeting:

Elmer A. Cole, Pittsburgh; Leonard R. Geiger, New York City; Fullmer H. Latter, Salt Lake City; Bert Brennan, Detroit; Frank Holland, Boston; Leo J. Bauer, Indianapolis; George O'Hara, Omaha; F. W. Gibson, Washington, D. C.; William D. Nicholas, Oakland; Lawrence C. Camie, St. Louis; H. J. Elmore, Atlanta; E. R. Belles, Buffalo; George Mock, Los Angeles; Joseph Bernstein, Chicago; Henry M. Steves, Rochester; Jack W. Estabrook, Portland, Oreg.; Thomas P. White, San

Francisco; Thomas A. Greene, Chicago; Charles J. Di Guardo, Baltimore; Russell Brown, Richmond; Gene Williams, Minneapolis; M. R. Dixon, Dallas; John M. Lendzian, Cleveland; Otto H. Frobe, Cincinnati; Lee Quisenberry, Kansas City; Ed J. Slater, Newark; Al Hylak, Providence, R. I.; John Scislowski, Milwaukee.

Report Shows Truck Progress

(Continued from page 20)

industry running second, using approximately 10 per cent of the trucks for various aspects of material handling in building. Other large users are the processing industry (all types) and the wholesale and retail business, including everything from the large distributor to carriage for the corner grocery.

Representative commodity movements by trucks are enumerated in the report with the qualification that final figures are lacking in many cases. A "substantial share" of fruits and vegetables is carried by truck, ranging from one-fifth to four-fifths of the supply. The figures also show that trucks are stronger in the West and South in carrying these commodities.

In the figures for livestock, with the exception of sheep and lambs, trucks account for over half the total deliveries. Moreover, the flexibility and convenience of truck transport has been responsible, says the Government study, in changing some of the patterns of marketing and slaughter of livestock.

Figures are quoted from the Automobile Manufacturers Association which point out the extensive use of trucks in transporting milk to metropolitan areas. The figures range from about 40 per cent to 100 per cent with the average for the 102 metropolitan areas on which statistics are reported placed at 85 per cent.

Logging is cited as an example of

a commodity in which tremendous mileage is rolled up in trucking with most of the hauls being comparatively short.

In coal both percentage and tonnage is showing an increase. A 45 per cent increase in bituminous and 59 per cent increase in anthracite hauling from 1936 to 1947 is shown.

"Competing Successfully"

In steel the report shows that "trucks are competing successfully for heavy commodity traffic" hauling an estimated 21 per cent of the tonnage.

The evaluation study of trucking discusses in some detail the advantage of motor truck transport over other forms of hauling, with emphasis on speed, economy, reliability, and convenience.

Special attention is directed to a comparison of railroad and truck shipments and the increase of diversion of rail freight to motor freight. A report of the Ship Coal by Rail Committee is cited as a pointed illustration of growing favor of the truck. The railroad committee made spot checks and informal inquiries in 1947 of shippers and found that for distances up to 300 miles a large share of traffic is carried by truck with a significant share for the distance of 500 to 1,000 miles. A collateral comparison is made in the increased registration of trucks and the change in the freight cars in active use. It was found that while truck registrations had increased almost six-fold, there had been a reduction to an approximate 40 per cent in freight cars.

In discussing problems of the trucking industry a great deal of technical data is supplied on rates and rate structures on both trucking and railroad transport.

Both Federal and state regulatory problems are discussed. While both are complex and deserve far more treatment than could be provided in the report, some observations on the state side are particular pertinence. These few excerpts from the state

section indicate some of the problems which are vexing to motor truck use and growth:

"But the state impediments to the free flow of interstate truck transportation are still widespread. Even where state regulations as to size and weight have been liberalized the lack of uniform action on these standards tends to continue the handicaps of interstate movements. For example, one state may increase its gross weight allowance and leave its height or length requirements unchanged, whereas an adjacent or neighboring state may increase its height limitations and leave the size and weight regulations as they were.

"There is also a wide variance among the states in regulations concerning the gross weight in vehicles. Using the South this time in illustration it is found that permissible gross weights of tractor-semi-trailers range all the way from 35,000 pounds up to a maximum of 68,000 pounds. Similar discrepancies exist among state laws on height limitations of vehicles.

"So long as the states do not collectively adopt uniform and more liberal policies as to the size and weight regulations, motor carrier operations will suffer from these barriers upon interstate commerce, unless appropriate steps on the national level are taken. As cooperation action by the states does not seem likely at the present time, federal legislation appears to be necessary."

AF Has New Super Engine for B-54

A new powerful combination piston-jet engine has been developed for use in the new superfort known as the B-54, according to a recent Air Force announcement.

The new engine combines a turbine with the conventional piston engine whereby the power plant can utilize energy from exhaust gases which heretofore have been wasted.

Relax WITH US

My Son, John

"Your face is clean, but how'd you get your hands so dirty?"
"Washin' my face."

★

Yes—An Optimist

"What's a debtor, Pop?"
"A man who owes money."
"What's a creditor, Pop?"
"A man who thinks he's going to get it back."

★

Up Bossy

"Mother Goose probably thought she was highly imaginative when she had the cow jumping over the moon. She should see where beef is now."—*Memphis Commercial-Appeal*.

★

Fresh Clerk

A young lady went into a drug store. "Have you any Lifebuoy?" she asked.
"Set the pace, lady," said the young drug clerk, "set the pace."

★

Wifey Concurring

Husband: "I saw Jack Davis downtown today and he didn't even speak. I suppose now he thinks I'm not his equal."
Wife: "Why that stupid, brainless, conceited little moron! You certainly are his equal."

★

Business After Pleasure

Salesman: "I've been trying to see you all week. When may I make an appointment?"
Manager: "Make a date with my secretary."

Salesman: "I did, and we had a swell time, but I still want to see you."

★

Just in Case

The old lady passing the insane asylum stopped an approaching inmate and said: "Can you tell me the time?"

The cloistered brother took out a foot rule, then got out a slide rule and a compass and a T-square. After fiddling with them for about five minutes, he said, "It's just four o'clock."

"Wonderful," says the nice old lady, "but what do you do if it's raining and you can't measure the shadow?"

"Oh," shrugged the inmate, "in that case, I have to look at my watch."

Chanel No. Five

"Your girl isn't spoiled is she?"
"Nope, that's just the perfume she's wearing."

★

He Was

First Burglar (pointing to a well-known millionaire): "How would you like to be in his shoes?"

Second Burglar: "I am."

★

Hot as a Pistol

"Won't your wife hit the ceiling when you get home tonight?"

"She probably will. She's a hell of a poor shot."

★

Deduction

Apt: "Mrs. Smith had triplets and two weeks later she had twins."

Rapt: "That's impossible. How did it happen?"

Apt: "Well, one of the triplets got lost."

★

Not Over-Done

Mrs. Smythe-Smythe gave her husband a neat little kiss on the back of his bald head. Shocked out of his newspaper, he said irritably:

"That's the second time you've kissed me, dear, in four months."

"Well," crooned Mrs. Smythe-Smythe, "you want me to show a little interest in our marriage, don't you, dear?"

★

Ancient Advice

"Mama, how can a young woman keep her youth?"

"Don't introduce him to other girls."

★

That Old Question

Little Johnny came home from school one afternoon and asked, "Mama, where did I come from?"

His mother was shocked. Johnny was awfully young to be hearing about the facts of life. But she knew the children at school had been talking. Now was the time.

"Sit down, son," she said. "I want to tell you a story about the birds and the bees" She proceeded to describe the facts of life to little Johnny.

When she had finished Johnny remarked, "Well, I just wondered where I came from. Suzie Smith told me she came from St. Louis."

ICC Trip Lease Hearings Begun

(Continued from page 6)

discussed for correcting the admittedly bad situation in the industry.

"These proposals included four remedies:

1. prohibition of use by a carrier of vehicles which he does not own;

2. requirement that a carrier own a percentage of the vehicles which it uses;

3. prohibition of the use of vehicles not owned or held under long-term lease;

4. permission to use an unlimited number of vehicles under trip leases, but subject to certain requirements.

"Provision was also made for consideration of other suggested remedies. I did not recommend the adoption of any of the suggested remedies, as the determination would necessarily depend on the evidence produced at the hearing.

Continuing his statement, Mr. Blanning said, "Each man on our field staff was then instructed to give me specific instances of any practices prevalent in his area concerning interstate transportation for hire in non-exempt vehicles which are not owned by carriers holding operating rights, which practices he considered undesirable. They were instructed to give particular attention to practices which were undesirable for reasons other than highway safety.

"There were three principal reasons for this last instruction: first, we had already received numerous reports of practices of total disregard of the safety regulations and of common safety practices on the part of persons operating under trip leases; second, it was thought that a description of the practices would show whether or not it was possible for the carrier to assure itself that there was compliance with the safety regulations or observance of safety

practices; third, a revision of the safety regulations was under consideration and the subject could at least partly be dealt with in that proceeding."

Most of Mr. Blanning's statement then dealt with procedures he had instituted to make certain statistical studies regarding motor truck transportation practices which were covered in his exhibits.

Trip Leasing Difficulties

In a discussion of the insufficiency of control over vehicle operation, the statement points out that "In trip leasing difficulties arise in establishing responsibility for accidents which occur after the owner driver has completed delivery. The carrier may deny liability and the owner may lack insurance after the leased vehicle has completed shipment."

Insufficiency of control over drivers is another section of the exhibit and says, "Carriers do not have sufficient control over some operators of leased vehicles to make them take 8-hour rests after operating 10 hours. Gypsies will roam over a wide territory hauling for carrier after carrier, no one of which has any control over or knowledge of the time element affecting compliance with the hours-of-service requirements . . . examples can be drawn of service for four separate carriers during an eight or ten day period with 24 to 30 hours on-duty time for each carrier, with the owner operator ostensibly under the requirements for each individual carrier. It would be extremely laborious if not an impossible task for the Bureau's representatives to follow these gypsies in the records of carrier after carrier, particularly when they work for carriers located in several districts in a given period of time."

In his statement Mr. Davis of the Oil Field Haulers Association described the usual practice and customs of oil field equipment and

related trucking in which his organization members specialize. He also pointed out some of the evil extent as the result of under capitalized small operators who resort to leasing equipment for particularly extensive haulage jobs.

Before making his specific recommendations he said, "The conscientious motor carrier, striving to comply with the multiplicity of regulations governing his operations carries a heavy burden in invested capital, operation and maintenance expense and overhead, which is not assumed by the fly-by-night carrier who depends on capital and equipment of others to carry on his operations."

Concluding his statement Mr. Davis made three recommendations:

- "1. Trip leases should be permitted only where an emergency exists and then only after verbal and written application is made to the District Supervisor and he decides that an emergency exists.

Wants I.C.C. Supervision

- "2. Other than as provided in No. 1 above, no lease of trucks be permitted except in bona fide term lease and strictly under the supervision of the Interstate Commerce Commission and that both lessor and lessee should be required to comply with all safety regulations prescribed by the Interstate Commerce Commission and at all times responsible to charge and collect the published effective rates on the commodity transported.

- "3. When a truck is leased to one carrier while under a lease it not be permitted to be used in the service of other carrier or shippers."

PHOTO CREDITS

- 10—East Michigan Tourist Association.
 - 15, 16, 17—Public Roads Administration.
 - 18—Sig Weinert, William Quirk of Manitowoc (Wis.) Herald-Times.
 - 23, 24—Fish and Wildlife Service.
 - 25—Federal Works Agency, Federal Housing Agency, Bureau of Reclamation.
-

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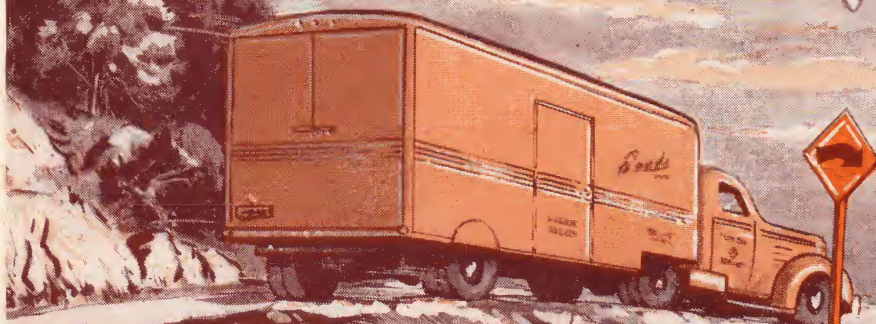
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WINTER DRIVING HAZARDS

...Just around the corner!



Let's keep the accident toll to a minimum this winter by exercising not JUST ENOUGH care but more than you think necessary. Don't let ANYONE or ANYTHING rush you, force you or persuade you to take chances with YOUR LIFE. Here are basic rules for winter driving from the National Safety Council:

1. Get the "feel" of the road when starting out.
2. Adjust speed to weather, road conditions.
3. Slow down well in advance of intersections, curves.
4. Use tire chains when snow or ice prevail.
5. Keep windshield free of snow, ice, fog or frost.
6. Follow vehicles at safe distances. Signal at turns or stops.
7. Apply brakes with a gentle pumping action on glare ice.